

CHAPTER 501

DEPARTMENT OF DEFENSE (DOD) CUSTOMS AND BORDER CLEARANCE PROGRAM (CBCP)

A. GENERAL

This regulation establishes DOD policy, prescribes procedures, defines responsibilities and identifies customs, agricultural and other border clearance requirements for entry and exit of selected countries of the world in support of United States (US) Forces. These requirements are intended to eliminate the introduction of agricultural pests, diseases, illegal narcotics, drugs and other contraband into the US or host nations (HN) through DOD channels. In addition, where these procedures have been incorporated in HN Status of Forces Agreements (SOFA), they will allow US Forces cargo to enter duty free.

B. SCOPE

This regulation is applicable to the Office of the Secretary of Defense (OSD), the Office of the Joint Chiefs of Staff, the military departments, the unified commands, and the Defense agencies and acquisition activities, hereafter referred to as the DOD components. This regulation also applies to non-DOD agencies, including commercial vendors and suppliers under contract to the DOD, and organizations who use DOD mail and transportation assets (organic or commercial) for the import/export of goods in support of programs of national interest. This regulation is intended to serve as the single authoritative source for Customs and Border Clearance processes and procedures for the countries listed.

C. POLICY

1. It is DOD policy to assist and cooperate with US and foreign HN border clearance agencies in halting the flow of contraband both into the US and foreign countries. The DOD will enforce this policy when entry is through military channels and will cooperate with other Federal Agencies when enforcing US laws and regulations and complying with foreign requirements concerning customs, agriculture, immigration, and other border clearance requirements without unnecessarily delaying the movement of DOD personnel and material. This policy also applies to the export of goods to and through other countries. The DOD policy is to eliminate the flow of contraband and unacceptable products to other nations. The DOD acknowledges the primacy of the US Customs Service (USCS), US Department of Agriculture (USDA), and Immigration and Naturalization Service (INS) over cargo and personnel moving into the Customs Territory of the US (CTUS) and that their agents or inspectors may delay, impound, or otherwise prohibit the entry or export of military cargo into or from the CTUS, without obstruction by the DOD, the Services, or the Defense Logistics Agency (DLA).
2. Military Customs Inspection (MCI) Program. The MCI Program is no longer recognized by the USCS and has been cancelled, and the use of DD Form 1253, Military Customs Label, is no longer authorized. USCS and USDA will support pre-clearance for major unit rotations and redeployments in conjunction with exercises and contingency operations. Procedures for requesting pre-clearance are detailed in Chapter 506. Theater Commanders will continue to support the enforcement of DOD policy to halt the flow of contraband and agricultural pests into the US.
3. USDA Inspection Program. USDA continues to support and certify theater pre-clearance inspection programs, especially in locations where the threat from agricultural pests are pervasive. The DOD has adopted Executive Order 13112, Invasive Species. Theater

Commanders are required to establish USDA approved and certified agricultural inspection programs for their theater and provide operational guidance to their components that ensures all DOD shipments to the CTUS are cleared before shipment and meet USDA standards. The USDA will also support agricultural pre-clearance programs in conjunction with redeployments for major exercises and contingencies. Information on the USDA Agricultural Inspection Program is detailed in Chapter 505.

4. Exercises and Contingencies. The USCS and USDA will support pre-clearance for major unit redeployments in conjunction with Field Training Exercises (FTX) or contingencies. Theater Commanders may request such support through the United States Transportation Command (USTRANSCOM) TCJ5-LT, Transportation Management Division, Scott Air Force Base (AFB), IL 62225-5357. See Chapter 506 for details.
5. Military Customs Inspection–Excepted (MCI-E) Program. The USCS continues to support the training and certification of military and civilian personnel at selected Continental United States (CONUS) military airfields. See Chapter 507 for details.

D. DUTIES AND TAXES

US Government (USG) military shipments (including personal property of USG sponsored personnel) should not be subject to duties and taxes. Information on customs and shipping documentation should include shipper, consignee (with both the shipper and consignee being spelled out in the clear, i.e., United States Air Force, not USAF) and a statement that the shipment is for USG or military use. The use of acronyms and abbreviations in shipping and customs documentation often leads to the assessment of duties and taxes. Further, DOD Acquisition activities and vendors should ensure the Direct Vendor Delivery (DVD) contracts which provide for movement outside the Defense Transportation System (DTS) include provisions for the services of commercial customs brokers to satisfy both US export documentation and foreign customs clearance requirements.

E. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES

1. Deputy Under Secretary Of Defense For Acquisition, Technology, and Logistics (USD (AT&L)). USD (AT&L) is the proponent for customs and border clearance matters in the OSD and exercises staff supervision over all Customs and Border Clearance matters within the DOD. USD (AT&L) is responsible for prior review and approval of special or unique projects and programs not specifically provided for in this regulation.
2. USTRANSCOM. USD (AT&L) Memorandum, Assignment of Defense Transportation Operational Regulations and Procedures Authority to Commander in Chief, U.S. Transportation Command (CINCTRANS), 18 November 1998, transferred the responsibility for establishing and approving operational regulations and procedures necessary for the effective and efficient operation of the DTS to the Commander United States Transportation Command (USTRANSCOM). USTRANSCOM is responsible for:
 - a. Developing policies and procedural guidance, in collaboration with the DOD Components, USG Border Clearance Activities (USCS, USDA, and others), and Foreign Governments through the supported theatre commands, to ensure efficiency and uniformity in the implementation of the DOD Military CBCP.
 - b. Maintaining liaison and coordination with the DOD Components, the USCS, USDA, Bureau of Alcohol, Tobacco, and Firearms (BATF), Drug Enforcement Agency, Fish and Wildlife Service, Department of Transportation (DOT), Environmental Protection Agency (EPA), and other appropriate government agencies and activities involved in border clearance.

- c. Establishing and convening, in conjunction with DOD Components and other government agencies, as appropriate, joint committees or working groups necessary to ensure an effective DOD CBCP.
 - d. Reviewing the program periodically, apprising USD (AT&L) of trends in the management and operation of the CBCP, and recommending policy changes necessary to keep the program viable.
 - e. Developing metrics and collecting data to identify problem areas and evaluate the DOD CBCP.
 - f. Maintaining this regulation in a current status, ensuring conformance with the regulations published and/or enforced by the US border clearance agencies, and providing additional guidance, as appropriate, to the DOD Components to assure uniformity and efficiency in operations.
 - g. Developing procedures for implementing and migrating customs processes to electronic means of information exchange to support customs and border clearance processes.
3. Air Mobility Command (AMC), Military Traffic Management Command (MTMC), and Military Sealift Command (MSC). AMC, MTMC, and MSC are responsible for:
- a. Providing operational guidance to subordinate units necessary to the implementation of this regulation.
 - b. Assisting USTRANSCOM in the development of metrics and collection of data to evaluate the DOD CBCP.
4. Military Services and Defense Agencies. Services and Defense Agencies will assist and cooperate with USTRANSCOM in performance of the responsibilities outlined in paragraph E 2. of this chapter, and are responsible for:
- a. Establishing points of contact (POC) for coordination and implementation of the program within their respective components.
 - b. Ensuring the shipment sponsor's shipping activities (including vendors) prepare necessary customs (foreign country or USCS) documents for use by carriers and government agencies to gain entry or exit as required for DOD shipments.
 - c. Taking timely and appropriate action to correct program deficiencies.
 - d. Providing adequate and appropriate facilities, and other assets, as required through Inter-Service/Defense Agency Support Agreements, for the performance of customs and border clearance functions.
 - e. Furnishing such information as may be required by USTRANSCOM to resolve customs and border clearance issues to include information required for pre-clearance (see Chapter 506).
 - f. Providing representation on committees or working groups as may be requested by USTRANSCOM.
 - g. Assisting USTRANSCOM in the development and collection of metrics data and the evaluation of the DOD CBCP.
 - h. Providing applicable customs and border clearance documents as necessary for Entry Officials to clear personnel and cargo entering or exiting the US or Foreign Countries.
 - i. US Navy commands will provide operational guidance to implement this regulation to Navy activities that operate/manage air and sea terminals.

- j. Following the theater, destination, and in transit country national customs and movement certification requirements contained in theater transportation regulations.
- 5. Unified Commanders. The commanders of Unified Commands are responsible, in accordance with (IAW) the provisions of Joint Publication O-2, Unified Action Armed Forces (UNAAF) for the following:
 - a. Implementing and enforcing provisions of this regulation.
 - b. Developing and maintaining Country Annexes to this regulation for nations within their area of operations, as required.
 - c. Establishing and coordinating unique Customs/Border Clearance requirements for countries in the Commander's area of responsibility (AOR) during deployments/redeployments and in support of exercise/contingency operations.
 - d. Designating a Customs/Border Clearance Coordinator.
 - e. Forwarding any written supplementary guidance to USTRANSCOM, TCJ5-LT, Scott AFB, IL 62225-5357.
 - f. Ensuring their components designate in writing, DOD or other authorized personnel as Customs and Border Clearance Agents (CBCAs) and that such personnel are properly trained.
 - g. Establishing quality control procedures to ensure the effectiveness of the DOD CBCP.
 - h. Disseminating information within their command to all DOD members/employees and family members concerning the prohibitions, restrictions, requirements, and penalties pertaining to the importation of illegal narcotics, drugs, prohibited firearms, and other contraband.
 - i. Providing details on prohibitions, restrictions, requirements, and penalties that pertain to entry/exit from their theater of operations to USTRANSCOM TCJ5 as it impacts the DOD CBCP.
 - j. Assisting USTRANSCOM in the development and collection of metrics data and evaluation of the DOD CBCP.
 - k. Keeping their sub-unified commands informed on issues relating to customs/border clearance.
- 6. Unified Command Customs/Border Clearance Coordinator. The Customs/Border Clearance Coordinator is responsible for:
 - a. Coordinating the DOD CBCP for the Theater Commander.
 - b. Serving as the primary POC for the Customs/Border Clearance requirements on matters of importance to the entry/exit of DOD sponsored movements.
- 7. All DOD Shipping Activities are responsible for:
 - a. Counseling DOD members/employees and their family members on customs/border clearance requirements and procedures, duty-free exemptions, restricted and prohibited items, and member's/employee's responsibilities under the rules and laws of the foreign government where assigned as well as all provisions of this regulation.
 - b. Ensuring that the necessary shipping, customs and border clearance documentation as prescribed herein, is available for each shipment or passenger and that such documentation is properly prepared and free of abbreviations or acronyms to ensure timely entry/exit.
 - c. Updating pertinent portions of this regulation and maintaining performance quality that will assure Customs/Border Clearance Agencies (foreign and domestic) certification.

8. All DOD Acquisition/Contracting Activities are responsible for:
 - a. Ensuring all contract vendors who are required to ship material to or from Outside CONUS (OCONUS) locations receive complete, accurate, shipping instructions/directions in clear English, free of abbreviations and acronyms. Commercial bills of lading (CBLs) must include a clear statement of who owns the cargo at the time of shipment. Shipper/Consignor/Consignee addresses should begin with the Service or Defense Agency that contracted for the shipment. See this Regulation, Part II, Cargo Movement, Chapter 206.
 - b. Ensuring that all DVD type procurement contracts, which result in the transfer of title to the cargo upon delivery, include provisions for the payment of duties and taxes, as well as arrangements for the services of a commercial customs broker.
9. Deployed Commanders are responsible for:
 - a. Ensuring unit personnel are briefed on USCS and USDA entry requirements prior to their redeployment to the CONUS and that all unit equipment/sustainment stocks returning to the CONUS are cleaned and inspected in accordance with USDA recommend procedures. See Chapter 505 for details.
 - b. Ensuring that the necessary shipping, customs, and border clearance documentation as prescribed herein, is available for each shipment or passenger and that such documentation is properly prepared and free of abbreviations or acronyms to ensure timely entry/exit.
 - c. Implementing pertinent portions of this regulation and maintaining performance quality that will assure Customs/Border Clearance Agencies (foreign and domestic) certification.
10. USCS, USDA, and other US Border Clearance Agencies. By agreement with USTRANSCOM, these agencies are responsible for:
 - a. Reviewing this regulation to ensure that it adequately describes their requirements and procedures for the customs and border clearance processes and requesting or recommending changes as necessary.
 - b. Establishing and maintaining necessary liaison with USTRANSCOM in its capacity as DOD's Executive Agent for the DOD CBCP assuring continuity of efforts.
11. CBCAs. See Chapter 506, Paragraph D.
12. MCI-E. See Chapter 507.

F. ADMINISTRATION

1. Preparation and approvals: This regulation has been prepared with the assistance and concurrence of the USCS, the USDA, the BATF, and other Federal Agencies.
2. DOD CBCP:
 - a. This program includes the following elements:
 - (1) Exit/entry clearance procedures and documentation requirements.
 - (2) Establishment of treatment centers (wash-down and disinfectant application), inspection facilities for equipment.
 - (3) Criteria for sterile areas where necessary and feasible.
 - (4) Certification/training of DOD personnel and inspection activities by the Theater Executive Agent for Customs and Border Clearance.

- (5) Information dissemination to inform all DOD personnel of entry/exit requirements for the US and selected foreign nations.
- b. Sources of Information. Recommended sources of information for the DOD Customs and Border Crossing Program are this regulation, and:
 - (1) The DOD Customs Program Web Page at <https://business.transcom.mil/applications/customs/dodcustoms.cfm>.
 - (2) Department of Defense 4500.54-G, The DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil>.
 - (3) The Personal Property Consignment Instruction Guide (PPCIG) at <http://www.mtmc.army.mil> then select Personal Property, Domestic, and Consignment Instructions Guide.
3. Recommendations for revisions to this regulation are encouraged. All proposed revisions, corrections, supplements or addenda must be addressed to: United States Transportation Command, Customs Branch (TCJ5-LTC), Scott AFB, IL, 62225-5357. Electronic mail (E-mail) submissions are also encouraged. Send recommendations to: USTCJ5-LT@hq.transcom.mil.
4. DOD activities requiring copies of this regulation should submit requests through their Service or Agency office responsible for issuing publications. Electronic copies of this regulation are available by accessing the USTRANSCOM Web Page at <http://public.transcom.mil/J4/j4lt/dtr.html>. (This is the preferred method of obtaining and maintaining currency of customs policies and procedures). Activities outside the DOD may obtain hard copies of this regulation from USTCJ5-LTC at the address listed in paragraph 3 above.

G. IMPLEMENTATION

1. The provisions of this regulation will be implemented by all DOD components as specified in subsequent chapters. For individual missions, roles, and responsibilities, see Paragraph E. above.
2. This regulation will not be supplemented except in the interest of improved management or instances where the procedures herein need enhancement to meet a requirement unique or special to a DOD component's AOR. Supplementing instructions published by overseas commands or other Federal Agencies will be IAW international agreement valid in the respective country. Copies of such supplementing guidance will be provided to: USTRANSCOM, Transportation Management Division (TCJ5/LT), Scott AFB, IL 62225-5357.
3. In case of conflict between this regulation and the Code of Federal Regulations (CFR), the governing regulation will be the CFR.
4. Printed changes will be published as required to add, delete, or modify DOD Customs policies and procedures at least once a year and will be made available electronically through the USTRANSCOM Worldwide Web pages. Similarly, interim and emergency changes will be readily available for application through electronic access to the web site with hyperlink to e-mail.
5. Forms required by this regulation, and pamphlets pertinent to the technical and legal aspects of the requirements described within, will be obtained through normal publications supply channels IAW applicable Service publications.

CHAPTER 502

US ENTRY REQUIREMENTS

A. GENERAL

1. Personnel and property enter the US daily to support the DOD mission. This chapter addresses US entry requirements for those personnel and/or property whether shipped by military or commercial carrier, and the conveyance, if owned or controlled by the DOD.
2. All conveyances (ships, aircraft and other mode/methods of transport) entering the CTUS from a foreign port or place will be subject to a complete customs inspection upon arrival at the first US port of entry. Exception provisions apply where an agreement exists between the USCS and the US Navy (CBCA Afloat) for shipboard inspections and authorized pre-clearance operations. Personnel, accompanied baggage, personal property, and cargo and the associated documentation are also subject to inspection. This chapter outlines the general US entry requirements and refers to more specific requirements either in this regulation, or from other sources.
3. The requirements specified in this chapter apply whether pre-clearance takes place outside the CTUS, or whether clearance is accomplished at the first US port of entry.

B. RESPONSIBILITIES

1. Individual (or member/employee). The individual member/employee and his/her family members are responsible for complying with the rules and laws of the host country to which assigned and laws and regulations associated with imports to the US.
2. Transportation Officer (TO).
 - a. When DOD sponsored cargo is transported by commercial air, ocean, rail, highway, or inland waterway to a destination within the CTUS, or when such cargo is delivered to a commercial air or water terminal not operated by the military, the TO responsible for the area within which the destination or terminal is situated will assist the commercial carrier, IAW the commercial contract, in accomplishing all necessary customs/agriculture documentation required for entry of the cargo.
 - b. When necessary, TOs in the CTUS should make arrangements at the nearest USCS office to have a Customs Form (CF) 3461, Entry/Immediate Delivery, Figure 502-1, on file for a fixed or indefinite period of time.

Trade Forms: Import

CF 3461 - ENTRY/IMMEDIATE DELIVERY

DEPARTMENT OF THE TREASURY
UNITED STATES CUSTOMS SERVICE

Form Approved
OMB No. 1515-0069

ENTRY/IMMEDIATE DELIVERY

19 CFR 142.2, 142.16, 142.22, 142.24

1. ARRIVAL DATE	2. ELECTED ENTRY DATE	3. ENTRY TYPE CODE/NAME	4. ENTRY NUMBER
5. PORT	6. SINGLE TRANS BOND	7. BROKER/IMPORTER FILE NUMBER	
	8. CONSIGNEE NUMBER	9. IMPORTER NUMBER	
10. ULTIMATE CONSIGNEE NAME		11. IMPORTER OF RECORD NAME	
12. CARRIER CODE	13. VOYAGE/FLIGHT/TRIP	14. LOCATION OF GOODS CODE(S)/NAME(S)	
15. VESSEL CODE/NAME			
16. U.S. PORT OF UNLOADING	17. MANIFEST NUMBER	18. C.D. NUMBER	19. TOTAL VALUE
20. DESCRIPTION OF MERCHANDISE			
21. HTS CODE	22. INQUIRY NO.	23. MANIFEST QUANTITY	24. HS NUMBER
			25. COUNTRY OF ORIGIN
			26. MANUFACTURER NO.

27. CERTIFICATION

I hereby make application for entry/immediate delivery. I certify that the above information is accurate, the bond is sufficient, valid, and current, and that all requirements of 19 CFR Part 142 have been met.

SIGNATURE OF APPLICANT

X

PHONE NO.

DATE

29. BROKER OR OTHER GOVT. AGENCY USE

28. CUSTOMS USE ONLY

☐ OTHER AGENCY ACTION REQUIRED, NAMELY:

☐ CUSTOMS EXAMINATION REQUIRED.

☐ ENTRY REJECTED, BECAUSE:

DELIVERY AUTHORIZED:

SIGNATURE

DATE

Agreement Reduction for Paperwork: This information is needed to determine the admissibility of imports into the United States and to provide the necessary information for the examination of the cargo and to establish the liability for payment of duties and taxes. Your response is necessary.

Statement Required by 5 CFR 1320.25: The estimated average burden associated with this collection of information is 15 minutes per respondent or addressee depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to U.S. Customs Service, Paperwork Management Branch, Washington, DC 20529, or the Paperwork Reduction Project (1515-0069), Office of Management and Budget, Washington, DC 20503.

Customs Form 3461 (070189)

Figure 502-1. CF 3461, Entry/Immediate Delivery

3. Installation Commanders. All DOD components, including reserve components, that operate, sponsor, or provide ocean or airfield arrival services to a ship or aircraft entering the CTUS will provide information on the departure point, the expected arrival time at the port of entry, and the status of the ship or aircraft (with information on number of passengers and crew) to the USCS and other border clearance agencies, as required. Timely notification is mandatory to coordinate arrangements for border clearances and for providing such assistance to the USCS, USDA, INS, and other border clearance agencies as needed. DOD components that operate, sponsor, or provide arrival services will not allow entry into the CTUS without notification of the appropriate border clearance authorities.
4. Ship/Aircraft Commander. The ship's captain or aircraft commander is responsible for providing border clearance documentation and manifests of any onboard cargo to boarding USCS, USDA, and INS officials upon arrival at the ocean or air terminal at the first point of entry into the CTUS. The ship's captain or aircraft commander is also required to provide supplemental documentation such as crew and passenger lists. The ship's captain or aircraft commander will not:
 - a. Interfere with the performance of the duties of the USCS, USDA, INS, or CBCA/MCI-E personnel (including Navy Afloat CBCAs).
 - b. Permit any cargo, baggage, or equipment to be removed from any vessel or aircraft without permission from the designated border clearance official.
 - c. Allow any passenger or crewmember to depart from a vessel or aircraft prior to completion of arrangements for final border clearance processing. Removal of cargo or departure of personnel may be allowed should it become necessary for the safety or preservation of life or property.
5. DOD Components. DOD Components which operate ships and aircraft entering the CTUS are responsible for establishing procedures to ensure compliance with provisions of this regulation, written agreements between DOD, USCS, USDA, INS and other appropriate border clearance agencies and the federal laws and regulations of those agencies. Implementing regulations of DOD components will include specific entry procedures for:
 - a. Ships, aircraft, and terminal operations.
 - b. Passengers and crew members to include medical crews, attendants, and patients.
 - c. Maintaining a sterile environment for personnel who have departed the ship or aircraft but have not yet been cleared by border clearance agency officials.
 - d. Cargo, including personal property and accompanied baggage, placed onboard the ship or aircraft as either checked baggage or cabin (carry-on) baggage.
 - e. Maintaining the security of the ship, aircraft, or terminal and its contents pending arrival of border clearance officials, should those officials not be immediately on-hand upon arrival.
 - f. Coordinating with the appropriate Port Director of the USCS and the local offices of the USDA Animal and Plant Health Inspection Service (APHIS) and the INS.
 - g. Ensuring that a sufficient and appropriate number of personnel receive formalized instruction in border clearance procedures to ensure successful accomplishment of the Customs/Border Clearance Program.
6. Contracting Officer. The contracting officer will ensure that all contracts will comply with import/export requirements of the Defense Federal Acquisition Regulation Supplement (DFARS). This provision includes the responsibility for preparation of shipper's export/import declaration documents and obtaining necessary licensing permits.

7. Contractor (Vendor). The contractor is responsible for complying with the terms and conditions of the written agreement with the USG including the preparation of all customs/border clearance documents necessary to gain entry/exit for the goods being manufactured/repaired under DOD sponsorship.

C. US CUSTOMS CLEARANCE REQUIREMENTS FOR CONVEYANCES (DOD OWNED OR CONTROLLED)

1. US Navy (USS) Ships. The Navy maintains the only remaining Navy Afloat CBCA program accredited by the USCS Port Directors at Norfolk and San Diego.
 - a. Clearance Requirement. The captain or commanding officer of each military ship entering into the CTUS is responsible to ensure that a complete US border clearance inspection has been accomplished prior to arrival at the US port of entry.
 - (1) At a minimum, the inspection will encompass all ship spaces (e.g., lockers, boats, cargo holds, living areas, and embarked aircraft) and all cargo and equipment onboard, to include organic equipment of units embarked.
 - (2) All on-board personnel and accompanying baggage will be inspected, to include passengers, crew members, super cargoes, security personnel, observers, and civilian technicians. As part of the border clearance inspection, and in preparation for clearance at the port of entry, all personnel will complete a personal declaration, DD Form 1854, US Customs Accompanied Baggage Declaration, Figure 502-2.
 - (3) The ship's captain or his/her representative will notify USCS officials at the US port of entry and the appropriate Service investigative service of any contraband found during underway inspections, prior to arrival at the first port of entry. The Service investigative service will meet the ship upon arrival and transfer custody of the contraband into the Service evidence system. Entrance of the contraband into the Service evidence system greatly diminishes the possibility of an error in the chain of custody.

Designed using Parform Pro, WinTS/DR, Sep 94

- b. Clearance Procedures. Inspection will normally be performed by trained and designated CBCAs. Each military-operated ship will have at least one trained and designated CBCA within its crew. Should, for whatever reason, a shipboard CBCA capability not exist, the captain or commander of the ship will appoint an officer to conduct the inspection.
- (1) At the first US port of entry, the captain or commanding officer of each ship will present USCS officials with a manifest of all cargo loaded aboard the ship for discharge in the CTUS. A copy of this manifest will also be presented to the operator of the military ocean terminal.
 - (2) When the crew and vessel, but not the cargo, are cleared at the first US port of entry, the ship's captain or commanding officer will notify the USCS at subsequent ports of entry and provide them a manifest of the cargo to be discharged at that port.
 - (3) The inspection should be conducted at the last port of call before entry into the CTUS. This permits support from land-based Customs activities and maximizes inspection effectiveness. If mission requirements, ship size or characteristics, inspection resources, or port considerations preclude inspection prior to departure, the inspection will be conducted while the ship is en route to the US port of entry.
 - (4) For each ship operating outside the CTUS, the ship's captain or commanding officer will prepare a customs inspection plan. The plan will be developed to outline those procedures to be followed to ensure effective conduct of the CBCA inspection. The plan will include procedures both for inspecting the ship, its cargo, equipment, and personnel, and for completion and collection of personal customs declarations.
 - (5) For each ship operating outside the CTUS, the ship's captain or commanding officer will prepare a counter-narcotics plan to prevent the use of the ship, its cargo, equipment, or personnel onboard, for the illegal introduction of drugs, narcotics, or other contraband into the CTUS.
 - (6) Clearance at the Port of Entry: Ships normally arrive at established US ports of entry at which border clearance officials are readily available. The pre-departure examination/inspection under the CBCA program will normally expedite the procedures on arrival in the CTUS. However, integrity inspections or examinations at the first port of entry and/or subsequent ports of call are within the prerogative of the clearance officials. In most cases, this will consist of a cursory check for the proper paperwork.
 - (a) Dutiable and restricted items: All items acquired outside the US must be declared and may be subject to duty and/or other taxes. Certain items may be subject to restrictions or prohibited from import. All baggage is subject to examination. All personnel will make items in their possession available for inspection if so requested by customs officials. Animals, foodstuffs, plants or plant parts will be made available for inspection by APHIS before being brought ashore.
 - (b) The captain or commanding officer of the ship will complete, and provide to the clearance officials, written certification that a border clearance inspection has been completed.
 - (c) In addition to timely notification of border clearance agencies, military elements operating in US ocean terminals will provide, if available, transportation for border clearance officials to and from inbound ships to permit clearance process as early as possible before berthing.

- (d) Shipboard Mail: Commanding officers of ships will institute onboard mail control procedures in accordance with the provisions of DOD 4525.6 M, DOD Postal Manual.

2. Aircraft Entrance Requirements.

- a. Aircraft are cleared upon arrival at the first port of entry into the CTUS.
- b. There are no pre-clearance requirements for aircraft, unless arranged for in advance as part of an exercise or unit redeployment.
- c. The aircraft commander of each DOD owned or controlled aircraft entering into the CTUS is responsible to ensure that a complete US border clearance inspection has been accomplished upon arrival at the US port of entry.
- d. Advance Notification: Departure airfield installation commanders will ensure that aircraft arrival/manifest data is passed to the down-line CTUS terminal or station prior to arrival of the aircraft, to arrange for Federal Inspection Service (FIS) processing. Arrival data will include:
 - (1) Aircraft identification.
 - (2) Aircraft cabin load, including number of passengers, number of crew, and a general description of types and amount of cargo.
 - (3) Notice of unusual cargo or passengers (including first time entrants into the US).
 - (4) Any other information to expedite processing.
- e. The flight crew will complete a CF 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health, Figure 502-3.
- f. For specifics on Aircraft Entrance Requirements, Personnel Entrance Requirements, and a listing of Regular Airports of Entry, Limited Airports of Entry, and US International Airports/Landing Rights Airports, see the DOD Foreign Clearance Guide, North and South America (<http://www.fcg.pentagon.mil>).

DEPARTMENT OF THE TREASURY
UNITED STATES CUSTOMS SERVICE

GENERAL DECLARATION
(Outward/Inward)

AGRICULTURE, CUSTOMS, IMMIGRATION, AND PUBLIC HEALTH

19 CFR 122.43, 122.52, 122.54, 122.73, 122.144

Form Approved
O.M.B. No. 1515-0002
See back of form for Paperwork Reduction Act Notice.

Owner or Operator.....

Marks of Nationality and Registration..... Flight No. Date

Departure from (Place) Arrival at (Place)

FLIGHT ROUTING
(“Place” Column always to list origin, every en-route stop and destination)

PLACE	TOTAL NUMBER OF CREW	NUMBER OF PASSENGERS ON THIS STAGE 1)
		Departure Place:
		Embarking.....
		Through on same flight
		Arrival Place:
		Disembarking.....
		Through on same flight
		NUMBER OF SED's AND AWB's
		SED's _____ AWB's _____

Declaration of Health

Persons on board known to be suffering from illness other than airsickness or the effects of accidents, as well as those cases of illness disembarked during the flight:

.....

.....

Any other condition on board which may lead to the spread of disease:

.....

.....

Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight give details of most recent disinsecting:

.....

.....

Signed, if required

Crew Member Concerned

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

1) Not to be completed when passenger manifests are presented.

For official use only

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

SIGNATURE Authorized Agent or Pilot-in-Command

Customs Form 7507 (121696)

Figure 502-3. Custom Form 7507 General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health

D. TERMINAL OPERATIONS

1. Ocean Terminal.

- a. When DOD -sponsored cargo is transported by ocean or inland waterway carriers to a destination within the CTUS, or when such cargo is delivered to a commercial water terminal not operated by the military, the TO responsible for the area within which the destination or terminal is situated will accomplish all necessary customs/agriculture documentation required for entry of the cargo.
- b. If cargo arrives without the proper USCS or USDA documentation for entry into the CTUS, it must be prepared by the local installation or terminal TO or vendor as prescribed.

2. Air Terminal.

- a. When DOD-sponsored cargo is transported by air to a destination within the CTUS, or when such cargo is delivered to a commercial air terminal not operated by the military, the TO responsible for the area within which the destination or terminal is situated will accomplish all necessary customs/agriculture documentation required for entry of the cargo.
- b. Regular Airports of Entry.
 - (1) Commanders of US Aerial Ports of Debarkation (APODs) will, when requested, arrange for immediate return of passengers to the point of origin when the INS has denied such passengers admission into the CTUS.
 - (2) For a listing of Regular Airports of Entry see the DOD Foreign Clearance Guide, United States, Section IV, (<http://www.fcg.pentagon.mil/fcg/us.htm>).
- c. Limited Airports of Entry.
 - (1) FIS officials are normally assigned to perform border clearance function at regular Airports of Entry. These functions, with prior coordination and authorization from the USCS, INS, and USDA, may be performed at Limited Airports of Entry by military personnel specifically trained and designated as MCI-E. With prior coordination, FIS officials may be available (a fee may be required). Commanders of CONUS-based installations having an airfield, airbase, or air station, which is frequently used as a first CTUS port of entry, should become familiar with the requirements of this program by contacting the USCS.
 - (2) For a listing of Limited Airports of Entry see the DOD Foreign Clearance Guide, United States, Section V, (<http://www.fcg.pentagon.mil/fcg/us.htm>).
- d. DOD components operating aircraft into the CTUS are responsible for the establishment and management of the procedures at all Regular and Limited Airports of Entry to ensure compliance with the provisions of this regulation.
- e. Commanders of Regular and Limited Airports of Entry will:
 - (1) Establish local procedures to ensure that all entry and departure requirements for aircraft, crewmembers, passengers, and cargo specified in this regulation and the Foreign Clearance Guide are met. Quarterly meetings are recommended between USCS Port Directors and the Commander of the Airports of Entry.
 - (2) Designate an appropriate functional element or official to furnish timely advance notice of aircraft arrivals and departures to the FIS.
 - (3) Maintain an active liaison with local FIS officials.
 - (4) Budget overtime charges for US border clearance agencies as required.

- (5) Facilitate the efficient and expeditious inspection and clearance of aircraft, crew members, passengers, and cargo by US border clearance officials.
- (6) Provide adequate office and inspection facilities for border clearance activities.
- (7) In coordination with US border clearance Agencies; provide briefings on US border clearance requirements for crew members and other personnel traveling on DOD owned/controlled aircraft.

E. ENTRY PROCEDURES FOR DOD? SPONSORED PASSENGERS, CREWS, AND ACCOMPANIED BAGGAGE

1. Clearance Requirements.

- a. USCS/USDA/MCI-Es will inspect Aeromedical evacuation crews, attendants, and patients in such a manner as to expedite patient movement. However, expeditious inspection does not preclude steps necessary to detect prohibited articles prior to departure.
- b. Passengers will be required to complete a DD Form 1854, Figure 502-2, or I-94W, Nonimmigrant Visa Waiver Arrival/Departure Form, Figure 502-4, for nonresident aliens, provided by the carrier on the aircraft, and will go through border clearance procedures at the first US port of entry. Entry of Immigrant Visa holders to the CTUS is permitted only at a recognized port of entry, where immigration officers will process them. Reentry of DOD sponsored personnel into the CTUS will be coordinated with the INS. The INS will be notified of all Immigrant Visa holder entries into the CTUS as soon as the entry or potential entry is detected. Whenever possible, advanced notification of an Immigrant Visa holder should be given not less than 24 hours prior to the time of arrival in the CTUS. In all cases, notification will occur no more than four working hours from the time of arrival in the CTUS.

All Questions Answered by Alien

**Arrival Record:
Items 1-11 completed.**

Alien's Signature & Date

Front

Reverse

Figure 502-4. I-94W Nonimmigrant Visa Waiver Arrival/Departure Form

- c. The FIS perform inspections and examinations to prevent entry into the CTUS of prohibited and restricted articles, with particular attention to drugs and narcotics, firearms, plant and animal products, and undeclared articles.
- d. Personal Examination. MCI-Es are not authorized to conduct personal examinations. In all cases where physical personal examination is deemed necessary, MCI-Es will contact the base law enforcement personnel and USCS.
- e. Accompanied Baggage:
 - (1) MCI-Es will normally inspect or examine all accompanied baggage in the passenger's or crew member's presence.
 - (2) Each passenger or crew member will make their accompanied baggage available for inspection or examination with the exception of patients (whose baggage should be made available by medical crew or attendant as appropriate).
 - (3) If, while inspecting or examining baggage, a MCI-E suspects a customs violation has occurred, the MCI-E will call for the assistance of appropriate base law enforcement officials and USCS. These officials will accept responsibility for the individual and any contraband and, prior to further questioning, will advise the individual regarding their constitutional rights. If the violation involves narcotics, the violation will be reported to the USCS and appropriate military law enforcement personnel.
- 2. Immigrant Visa Holders. Except in cases of emergency evacuations, Immigrant Visa Holders will be routed through normal FIS-staffed airports of entry for clearance and FIS processing.
- 3. When DOD-sponsored personnel arrive at a DOD-controlled military air (MILAIR) terminal, USCS and INS officials must be provided a legible copy of the passenger manifests for personnel on the vessel or aircraft. Operators of MILAIR and ocean terminals within the CTUS will establish close coordination with the local Port Director of Customs, and local INS representatives, and will prepare and provide border clearance entry documentation as required. Although these procedures are generally applicable, local practices may vary to a degree.
- 4. For specific passenger requirements, see the DOD Foreign Clearance Guide, North and South America (<http://www.fcg.pentagon.mil>).

F. US ENTRY PROCEDURES FOR DOD-OWNED CARGO

- 1. Clearance of Inbound Cargo through US Customs. US Public Law requires that all imported articles, with few exceptions, are subject to either formal or informal entry procedures, depending on the commodity and its value. In addition, the law requires that all articles entering the US be subject to examination or inspection. To satisfy these requirements, it is mandatory that all DOD-sponsored cargo be:
 - a. Properly documented.
 - b. Free of contraband, and pests of agricultural and natural ecosystems.
 - c. Declared to the US Customs inspector at the first port of entry.
 - d. Available for border clearance inspection when requested by the appropriate border clearance authority.
- 2. In general, when a shipment reaches the US, the importer of record (i.e., the owner, purchaser, or licensed customs broker designated by the owner, purchaser, or consignee) will file entry documents for the goods with the port director at the port of entry. In the case of DOD owned cargo, the commercial carrier will file the duty-free entry (DFE) on behalf of the DOD, using a

combined carrier's certificate issued IAW 19 CFR 141.11(a)(4), Evidence of Right to Make Entry for Importations by Common Carrier and a copy of the bill of lading (BL), airway bill, shipping receipt, or other comparable document.

3. DOD-owned cargo is afforded DFE under the Harmonized Tariff Schedule of the United States, Annotated (HTSUS). DOD cargo entry procedures vary depending on whether the entry is accomplished by a DOD-controlled transportation or by commercial transportation activity. When cargo is entered through the commercial transportation system, more documentation is required to ensure that DOD-owned cargo is clearly differentiated from commercially or privately-owned material which may be subject to duties and taxes. Documentation requirements for each method of entry are outlined in the following paragraphs.
4. When DOD-sponsored cargo arrives at a DOD-controlled military air or ocean terminal, USCS and USDA officials must be provided a legible copy of the cargo manifests for material on the vessel or aircraft. Operators of military air and ocean terminals within the CTUS will establish close coordination with the local Port Director of Customs, and local USDA representatives, and will prepare and provide border clearance entry documentation as required. Although these procedures are generally applicable, local practices may vary to a degree.
5. When DOD-sponsored cargo arrives on a commercial carrier, at a commercial air or ocean terminal the following documentation is required:
 - a. When articles (other than military scrap or surplus) belonging to the DOD are imported for further use by DOD as returned products of the US under a free entry classification in the HTSUS, a Certificate in Lieu of Other Entry Documentation Covering Articles of Returned U. S. Products for Use by The DOD, will be used for those shipments (See 19 CFR 10.103, American Goods Returned). All military scrap or surplus must meet USDA standards for freedom from soil and pests.
 - b. Commercial air shipments.
 - (1) On the airway bill, the shipper block must identify the sponsoring DOD component command or Service, followed by the shipper unit name and address. The consignee block should also lead with the sponsoring component command, followed by the recipient name and address. This is especially critical on shipments consigned to commercial contractors and vendors.
 - (2) The commercial invoice (CI) should be printed on command letterhead. Shipper and consignee information should both reflect the sponsoring DOD component or Service as indicated in the previous paragraph, and contain a clear, detailed description of the item being shipped, its value and a statement of ownership, e.g., "Property of the United States Air Force". See 19 CFR 141.85, Pro Forma Invoice.
 - (3) American Goods Returned (AGR) statement. Shipments belonging to the DOD that are entering the US that are imported for further use by the DOD require an American Goods Returned certificate. Such articles may be admitted Duty Free upon the filing of a certificate on the letterhead of the agency or office in lieu of other entry documentation. The certificate may be executed by any military installation TO having knowledge of the facts or by any other officer or official specifically designated or authorized. AGR certification may be included on the CI.

- (4) See 19 CFR 10.103, American Goods Returned, for format and content requirements of the AGR. See Figure 502-5 for an example of an AGR and CI.


	DEPARTMENT OF THE NAVY <small>NAVAL INVENTORY CONTROL POINT ADVANCED TRACEABILITY AND CONTROL (ATAC) ATAC EASTERN REGION ATAC WESTERN REGION 406 "E" Street Norfolk, Virginia 23511</small>	COM & PPS DSN & EXT FAX # IN REPLY REFER TO:					
SUBJECT: AMERICAN GOODS RETURNED							
I hereby certify:							
1. That the following articles are imported in the _____ (Name of Carrier) at the port of _____ (Port) on _____ (Date) consist of returned products which are the growth, produce, or manufacture of the United States, and have been returned to the United States without having been advanced in value or improved in condition by any process of manufacture or other means, and that no drawback has been or will be claimed on such articles, and that the articles currently belong to and are for the further use of the United States Department of Defense .							
<i>This United States Government shipment is arriving in the United States on a commercial carrier.</i>							
2. That the shipment does not contain military scrap.							
3. That the shipment is the entitled to entry under subheading 9801.00.10. Harmonized Tariff Schedule of the United States (HTSUS) free of duty.							
4. That the material listed on the below Commercial Invoice/Bill of Lading is urgently needed by United States Government if this material is delayed at United States Customs for any reason, please immediately contact the below United States government authorized Official.							
5. That I am: <div style="margin-left: 20px;"> a. A military installation transportation officer having knowledge of the facts involved in this certificate. OR b. An officer or official authorized by <i>(insert Agency or Office whichever is applicable)</i> to execute this certificate. </div>							
Name/Rank/Title _____							
Telephone Number _____		Email Address _____					
Ref: CFR Title 19 Section 10.103, & CFR Title 22 Section 126.4							
COMMERCIAL INVOICE							
INTERNATIONAL AIR WAYBILL NO. / Bill of Lading _____ NOTE: All shipments must be accompanied by an International Waybill							
DATE OF EXPORTATION _____		EXPORT REFERENCES (I.E. ORDER NO., INVOICE NO.) _____					
SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) _____		CONSIGNEE (COMPLETE NAME AND ADDRESS) _____					
COUNTRY OF EXPORT _____		IMPORTER - IF OTHER THAN CONSIGNEE (COMPLETE NAME AND ADDRESS) _____					
COUNTRY OF MANUFACTURE _____							
COUNTRY OF ULTIMATE DESTINATION _____							
NO OF PKGS	TYPE OF PKGS	FULL DESCRIPTION OF GOODS	QTY	UNIT OF MEASURE	WEIGHT	UNIT VALUE	TOTAL VALUE
TOTAL					TOTAL		TOTAL VALUE THIS INVOICE

Figure 502-5. Combined American Goods Returned Certificate and Commercial Invoice (Sample)

- c. For material procured from foreign sources which is imported for the sole purpose of transiting the CTUS to another point outside the CTUS, CF 7512, Transportation Entry and Manifest of Goods Subject to Customs Inspection and Permit, Figure 502-6, will be initiated at the port of arrival and will be provided to the customs officials at the US port from which the shipment is subsequently exported.

19 CFR 15.60, 10.61, 123.41, 123.42		TRANSPORTATION ENTRY AND MANIFEST OF GOODS SUBJECT TO CUSTOMS INSPECTION AND PERMIT				QMB No. 1515-0005
U.S. CUSTOMS SERVICE		FIRST U.S. PORT OF UNLADING				Entry No. Class of Entry..... (B.T.) (T.E.) (W.D. 1B) (Drawback, etc.)
Entry No.	Port	Date	PORT CODE NO.	PORT OF	DATE	
Entered or imported by		Importer/IRS #		to be shipped		
in bond via		(C.R.L. number) (Vessel or carrier) (Car number and initial) (Port or station)		consigned to		
Customs Port Director		Final foreign destination		(For exportations only)		
Consignee		(At customs port of exit or destination)				
Foreign port of lading		B/L No.		Date of sailing		
(Above information to be furnished only when merchandise is imported by vessel)						
Imported on the		Flag		on		via
(Name of vessel or carrier and motive power)		(Date imported)		(Last foreign port)		
Exported from		on		Goods now at		(Name of warehouse, station, pier, etc.)
(Country)		(Date)				
Marks and Numbers of Packages	Description and Quantity of Merchandise Number and Kind of Packages (Describe fully as per shipping papers)	Gross Weight in Pounds	Value (Dollars only)	Rate	Duty	
G.O. No. <input type="checkbox"/> Check if withdrawn for Vessel supplies (19 U.S.C. 1309)						
CERTIFICATE OF LADING FOR TRANSPORTATION IN BOND AND/OR LADING FOR EXPORTATION FOR				I truly declare that the statements contained herein are true and correct to the best of my knowledge and belief.		
WITH THE EXCEPTIONS NOTED ABOVE, THE WITHIN-DESCRIBED GOODS WERE: Delivered to the Carrier named above, for delivery to the Customs Port Director at destination sealed with Customs seals Nos. or the packages (were) (were not) labeled, or corded and sealed. (Inspector) (Date)				Entered or withdrawn by To the Inspector: The above-described goods shall be disposed of as specified herein. For the Port Director Received from the Port Director of the above Customs location the merchandise described in this manifest for transportation and delivery into the custody of the customs officers at the port named above, all packages in apparent good order except as noted here- on. Attorney or Agent of Carrier. Customs Form 7512 (0598)		
Laden on the— (Vessel, vehicle, or aircraft) which cleared for— on (Date) as verified by export records. (Inspector) (Date) (Inspector) (Date)		

**Figure 502-6. Customs Form 7512, Transportation Entry and Manifest of Goods
Subject to Customs Inspection and Permit**

6. **USDA Inspection Program.** Policies and procedures for meeting agricultural standards on DOD shipments entering the CTUS are found in Chapter 505 of this regulation. USDA supports and encourages agricultural pre-clearance inspections at OCONUS locations for exercise and contingency redeployment operations. See Chapter 506 for details on requirements, procedures, and information on establishing a pre-clearance program.
7. **Classified Shipments.** If FIS personnel at CTUS ports of entry request to inspect or examine classified cargo, access will be granted only after FIS security clearances have been validated. FIS personnel assigned or performing duties at military terminals normally have had their security clearances previously validated. A qualified and properly cleared representative of the DOD component, or other agency to which the cargo belongs, should be present when the shipment is inspected by properly cleared FIS personnel
8. **Border Clearance Inspection or Examination.** All DOD cargo or personnel entering the CTUS are subject to inspection or examination by USCS, USDA, and/or INS at the first port of entry. The degree of inspection is the prerogative of border clearance officials. Examination of goods and documents may be necessary to determine, among other things:
 - a. The value of the goods for customs purposes and their dutiable status.
 - b. Whether the goods must be marked with their country of origin or require special marking or labeling. If so, whether they are marked in the manner required.
 - c. Whether the shipment contains prohibited articles.
 - d. Whether the goods are correctly invoiced.
 - e. Whether the goods are in excess of the invoiced quantities or a shortage exists.
 - f. Whether the shipment contains illegal narcotics.
9. Prior to the release of the property, the port director will designate representative quantities for examination by Customs officers under conditions that will safeguard the goods. Some kinds of goods must be examined to determine whether they meet special requirements of the law. For example, food and beverages unfit for human consumption would not meet the requirements of the Food and Drug Administration.
10. **Immediate delivery.** Carriers participating in the Automated Manifest System can receive conditional release authorizations after leaving the foreign country and up to five days before landing in the US. If the application is approved, the shipment is released expeditiously following arrival. An entry summary must then be filed in proper form, either on paper or electronically, and estimated duties deposited within 10 working days of release. Immediate delivery release using CF 3461 is limited to certain types of merchandise, including shipments consigned to or for the account of any agency or officer of the USG.
11. For greater detail on USCS procedures and the addresses for Customs Management Centers, Port Directors, and USCS Offices in foreign countries, go to the US Customs web page at <http://www.customs.ustreas.gov>.

G. US ENTRY REQUIREMENTS FOR VENDOR (COMMERCIAL CONTRACTOR) SHIPMENTS

1. The DOD Customs Duty-Free Management System is administered by and based at the Defense Contract Management Agency (DCMA) New York, Staten Island, New York. The DCMA New York Customs Team works DOD new overseas procurement duty-free issues.

2. The entities involved in the process are the contractor, the Administrative Contracting Officer (ACO), the Procurement Contracting Officer, the USCS, customs house brokers, foreign suppliers, carriers and the Customs Team of DCMA New York.
3. The contractor is awarded a DOD contract containing the DFE clause. The contractor then determines if he/she is going to purchase/sub-contract OCONUS. It is the responsibility of the contractor to notify the ACO of his/her decision.
4. Upon shipment of the materiel to the CONUS, a broker is involved only when the shipment is consigned to a private sector entity. The broker is responsible for:
 - a. Preparation and filing of the CF 3461. Imported supplies purchased pursuant to a DOD contract are supplies that are entitled to be immediately released. USCS requires that the importer of record provide documentation proving their continuous or single transaction importer's bond in order to obtain immediate release of the shipment.
 - b. Submitting the original shipping documents including invoices, bills of lading, or other pertinent entry documents as well as two legible reproductions of CF 7501, Entry Summary, Figure 502-7, prepared by the broker to the Customs Team, DCMA New York.
 - c. After receipt of the duty free entry certificate from the Customs Team, the broker will submit the original certificate to the appropriate US Customs Port of Entry allowing for liquidation. If the entry is not liquidated, then the duty will be paid.
 - d. After receipt of a Letter of Denial from the Customs Team, the broker will notify their client of the denial and inform the client of the fact that if corrective action is not taken, duty will be paid. The denial letter will indicate the reason for denial.
5. For materiel going to a military installation, the US Customs Ports will:
 - a. Release the material to the carrier for delivery directly to the military installation when the consignee is a military activity.
 - b. Forward all entry documentation to the Customs Team, DCMA New York. The documentation will include an Entry Number (EN) assigned by the port. The ENs will start with the filer code "P99". Each port is assigned a block of ENs by USCS headquarters (HQ).
 - c. Liquidate the entry when they receive a CF 7501 from DCMA New York.
6. The Customs Team, DCMA New York is the most significant player in the DFE process. They keep a database of DOD contracts entitled to DFE and the dollar value of each contract. DCMA New York is the only organization that can certify supplies as being entitled to DFE.
7. Shipping documentation and exterior packages will be marked IAW DFARS 252.225-7008, Supplies to be Accorded Duty-Free Entry. This will indicate to the USCS that it is a DOD shipment claiming DFE.

Trade Forms: Import

CF 7501 – ENTRY SUMMARY

DEPARTMENT OF THE TREASURY
UNITED STATES CUSTOMS SERVICE

ENTRY SUMMARY

Form Approved OMB No. 1515-0065

1. Entry No.		2. Entry Type Code		3. Entry Summary Date	
4. Entry Date		5. Port Code			
6. Bond No.		7. Bond Type Code		8. Broken/Importer File No.	
9. Ultimate Consignee Name and Address		10. Consignee No.		11. Importer of Record Name and Address	
				12. Importer No.	
				13. Exporting Country	
				14. Export Date	
				15. Country of Origin	
				16. Missing Documents	
17. B/L or AWD No.		18. Mode of Transportation		19. Manufacturer I.D.	
20. Invoicing Carrier		21. Foreign Port of Lading		22. Reference No.	
23. U.S. Port of Unloading		24. Import Date		25. Location of Goods (I.O. No.)	
26. Description of Merchandise					
27. Line No.	28. (A) T.S.U.S.A. No. B. ADACVD Case No.	29. (A) Gross Weight B. Manifest Qty.	30. Net Quantity in T.S.U.S.A. Units	31. (A) Entered Value B. CHGS C. Relationship	32. (A) T.S.U.S.A. Rate B. ADACVD Rate C. L.R.C. Rate D. Visa No.
				33. Duty and L.R. Tax	
				Dollars	
				Cents	
<p>34. Declaration of Importer of Record (Owner or Purchaser) or Authorized Agent</p> <p>I declare that I am the <input type="checkbox"/> Importer of record and that the actual owner, purchaser, or consignee for customs purposes is as shown above. OR <input type="checkbox"/> owner or purchaser or agent thereof. I further declare that the merchandise <input type="checkbox"/> was obtained pursuant to a purchase or agreement to purchase and that the prices set forth in the invoices are true. OR <input type="checkbox"/> was not obtained pursuant to a purchase or agreement to purchase and the statements in the invoices as to value or price are true to the best of my knowledge and belief.</p> <p>I also declare that the statements in the documents herein filed fully disclose to the best of my knowledge and belief the true prices, values, quantities, rebates, drawbacks, fees, commissions, and royalties and are true and correct, and that all goods or services provided to the seller of the merchandise either free or at reduced cost are fully disclosed. I will immediately furnish to the appropriate customs officer any information showing a different state of facts.</p> <p>Notice required by Paperwork Reduction Act of 1980: This information is needed to ensure that importers/exporters are complying with U.S. customs laws, to allow us to compute and collect the right amount of money, to enforce other agency requirements, and to collect accurate statistical information on imports. Your response is mandatory. (Continued on back of form.)</p>					
<p>35. U.S. CUSTOMS USE</p> <p>A. Usp. Code</p>			<p>B. Ascertained Duty</p>		
<p>C. Ascertained Tax</p>			<p>D. Ascertained Other</p>		
<p>E. Ascertained Total</p>			<p>36. Signature of Declarant, Title, and Date</p>		
<p>37. Duty</p>			<p>38. Tax</p>		
<p>39. Other</p>			<p>40. Total</p>		

PART 1 – RECORD COPY

Customs Form 7501 (112295)

Figure 502-7. Customs Form 7501, Entry Summary

8. Additional detail on these procedures can be found in Defense Logistics Agency Directive 5000.4, Contract Management, Chapter 6.9, Customs and Duties. Process flowchart is shown at Figure 502-8.

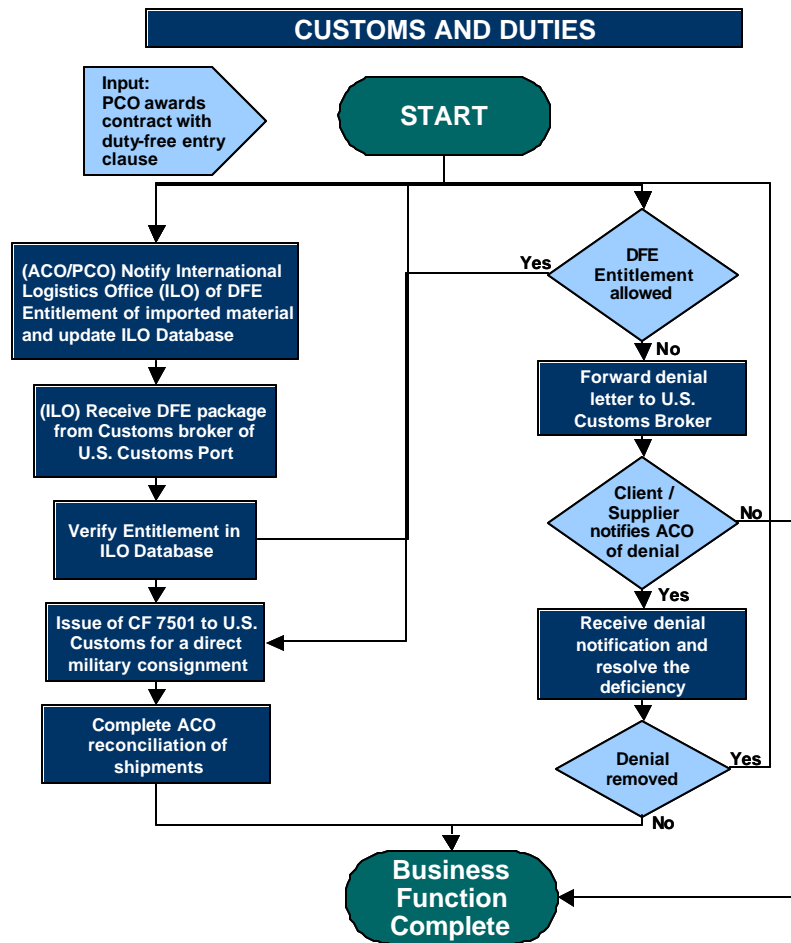


Figure 502-8. Illustration of DFE Process for Vendor Shipments to US

9. Additional References.
- Federal Acquisition Regulation (FAR) Subpart 25.6, Trade Sanctions.
 - FAR Subpart 52.225-8, Duty-Free Entry.
 - DFARS 252.225-7009, Duty-Free Entry-Qualifying Country Supplies (End Products and Components).
 - DFARS 252.225-7010, Duty-Free Entry-Additional Provisions.
 - 19 CFR 10.101, Immediate Delivery.
 - 19 CFR 10.102, Duty-Free Entries.
 - 19 CFR 10.142, Entry Process.

H. PERSONAL PROPERTY (UNACCOMPANIED BAGGAGE (UB) AND HOUSEHOLD GOODS (HHG))

1. For HHG and UB to enter the CTUS, the member/employee must complete (with the assistance of the origin TO) and sign a DD Form 1252, Part I, US Customs Declaration for Personal Property Shipments, Figure 502-9.
2. If the shipment contains firearms, the member/employee must complete DD Form 1252-1, Part II, US Customs Declaration for Personal Property Shipments, Figure 502-10. A copy of any supporting importation documents (e.g., ATF Form 6-Part II, Application and Permit for Importation of Firearms, Ammunition and Implements of War, Figure 502-11 for members and ATF Form 6-Part I, Application and Permit for Importation of Firearms, Ammunition and Implements of War, Figure 502-12 for employees) should be attached to all copies. See Chapter 503, for firearms import requirements.
3. Commingling of personal property or baggage with other military cargo is prohibited. USCS requires that personal property be kept separate from other military cargo.
4. Inspection.
 - a. All personal property shipments are subject to inspection by USCS officials upon entry to the CTUS. DOD members/employees are responsible for removing any prohibited articles from the HHG or UB prior to shipment. See paragraph J for a list of restricted and prohibited articles.
 - b. The MCI program for OCONUS locations is no longer recognized by the USCS and has been cancelled. However, all personnel involved in the shipment of personal property should be aware of the requirements in this regulation in order to advise the member/employee and to not allow the shipment of unauthorized articles, when detected.
 - c. DOD members/employees are also responsible for inspecting their personal property prior to shipment to ensure agricultural requirements are met (free of soil and pest infestations). USDA continues to support and encourage agricultural pre-clearance inspections at OCONUS locations. See Chapter 505 for details on requirements, procedures, and information on establishing a pre-inspection program.

US CUSTOMS DECLARATION FOR PERSONAL PROPERTY SHIPMENTS	WARNING: Any false statement or willful omission herein subjects the shipment to seizure and forfeiture or any person involved to a penalty equal to its value as well as to criminal prosecution.	CUSTOMS DECLARATION NUMBER
DATA REQUIRED BY THE PRIVACY ACT OF 1974		
AUTHORITY: 19 U.S.C. 1498 PRINCIPAL PURPOSE(S): To declare shipments of household goods, unaccompanied baggage, and privately owned vehicles for which free entry is claimed. Section A - Owner customs declaration for type of shipment and reason for shipment. Section B - Military Customs Inspector certifies that property has been inspected/examined and provides customs inspector's stamp. ROUTINE USE(S): (1) Use of your Social Security Number is proof of identification that person processing through Customs is not an impostor and also assists in criminal prosecution if contraband or undeclared articles, for which Customs fees are due, are found in shipment. (2) Origin transportation officer and military customs inspector retain copies as proof that shipment has been properly processed. Copies are destroyed when no longer required. DISCLOSURE: Voluntary; however, failure to provide your SSN and other requested personal information may cause delay in processing through customs, pending positive identification.		
PART I - HOUSEHOLD GOODS, UNACCOMPANIED BAGGAGE, AND PRIVATELY OWNED VEHICLES		
1. TO: (Overseas POE/APO)		2. FROM: (Military Customs Inspector)
SECTION A - OWNER'S CUSTOMS DECLARATION		
3. NAME (Last, First, Middle Initial) (Print or type)		4. GRADE
5. SOCIAL SECURITY NUMBER		
6. UNIT ADDRESS OVERSEAS (Include APO number)		7. ADDRESS IN US (Include ZIP Code)
8. DECLARATION FOR: (X appropriate item) (Attach copy of orders) <input type="checkbox"/> HOUSEHOLD GOODS <input type="checkbox"/> UNACCOMPANIED BAGGAGE <input type="checkbox"/> PRIVATELY OWNED VEHICLE		
9. I DECLARE THAT: (1) All items in this shipment to the United States consist only of personal property for my personal use or the use of members of my family who have been residing with me; (2) The shipment contains no prohibited items; (3) Any articles which are (a) Restricted or (b) in excess of the quantities entitled to free entry under the law and regulations thereunder are listed and identified as such in the remarks space below (with the cost or fair value, if not obtained by purchase, given for those not entitled to free entry) or if there are none, I have written the words "No Exceptions," in that space; (4) None of the items is to be taken or shipped to the United States as an accommodation for others or for sale, barter, or exchange; (5) This declaration is made for me and for (State number) _____ members of my family; (6) Total quantities of alcoholic beverages and cigars included in this and other sets of customs declaration forms: Alcoholic beverages (State number) _____ Cigars (State number) _____; and (7) I have been serving overseas under competent US Government orders and was: (Check appropriate item below)		
<input type="checkbox"/> a. Assigned to permanent duty overseas.		
<input type="checkbox"/> b. Required to perform temporary duty overseas for 140 days or more.		
<input type="checkbox"/> c. Assigned to temporary duty overseas under orders which intended the duration to be 140 days or more.		
<input type="checkbox"/> d. Directed from one overseas duty station to another overseas duty station and return of my personal property to the United States has been approved as indicated in supplemental instructions to orders.		
<input type="checkbox"/> e. Directed to evacuate myself, family, or personal property to the United States.		
<input type="checkbox"/> f. Directed to ship personal property in advance of the issuance of travel orders.		
10. THE STATEMENTS ABOVE ARE MADE WITH FULL KNOWLEDGE OF THE APPLICABLE PROVISIONS OF DOD REGULATIONS 5030.49R AND OVERSEAS INSTRUCTIONS.		
a. SIGNATURE OF OWNER		b. DATE (YYYYMMDD)
SECTION B - MILITARY CUSTOMS INSPECTOR'S CERTIFICATE		
11. I CERTIFY THAT: (1) I have <input type="checkbox"/> inspected <input type="checkbox"/> examined the personal property in (State number) _____ (outer container) or vehicle covered by this certificate and have read the above statements which, to the best of my knowledge and belief, are true; (2) No unauthorized Government property is contained in the shipment; (3) Regulations relative to quantities, disaffiliation, keys, labeling, or tagging, and certificates have been complied with; and (4) the property in the shipment is being forwarded to the United States pursuant to competent US Government orders which I have examined and the correct item namely a, b, c, d, e, or f is checked above. Serial numbers of seals: (Give numbers) _____ affixed to container(s).		
a. MILITARY CUSTOMS INSPECTOR'S STAMP		b. NAME OF MILITARY CUSTOMS INSPECTOR (Last, First, Middle Initial)
		c. GRADE
d. SIGNATURE		e. DATE (YYYYMMDD)
12. REMARKS (Indicate (a) Reason for absence of owner's signature if not shown. (b) Kind, quantity and disposition of articles withdrawn from shipment. (c) Prohibited, restricted or apparently dutiable articles remaining in shipment and location (container number). ALSO, draw a diagonal red line across face of form.)		13. FOR USE OF US CUSTOMS OFFICERS ONLY
SECTION C - OVERSEAS PORT SHIPMENT DATA		
14. NAME OF CARRIER		15. VOYAGE OR FLIGHT NO.
DD FORM 1252, SEP 1998 PREVIOUS EDITION IS OBSOLETE.		
COPY DESIGNATION (X one):		
<input type="checkbox"/> 1 Attach to Manifest		
<input type="checkbox"/> 2 Place in envelope affixed to No. 1 cargo container or in No. 1 transocean cargo container		
<input type="checkbox"/> 3 Origin Transportation Office file		
<input type="checkbox"/> 4 Owner		
<input type="checkbox"/> 5 Military Customs Inspector file		

Figure 502-9. DD Form 1252, US Customs Declaration for Personal Property Shipments, Part I

US CUSTOMS DECLARATION FOR PERSONAL PROPERTY SHIPMENTS		WARNING: Any false statement or willful omission herein subjects the shipment to seizure and forfeiture or any person involved to a penalty equal to its value as well as to criminal prosecution.		CUSTOMS DECLARATION NO. (For Issuing Office Use)	
DATA REQUIRED BY THE PRIVACY ACT OF 1974					
AUTHORITY: 19 U.S.C. 1498. PRINCIPAL PURPOSE(S): To declare shipments of household goods, unaccompanied baggage, and privately owned vehicles for which free entry is claimed. Section A - Owner customs declaration for type of shipment and reason for shipment. Section B - Military Customs Inspector certifies that property has been inspected/examined and provides Customs Inspector's stamp. ROUTINE USE(S): (1) Use of your Social Security Number is proof of identification that person processing through Customs is not an impostor and also assists in criminal prosecution if contraband or undeclared articles, for which Customs fees are due, are found in shipment. (2) Origin transportation officer and military customs inspector retain copies as proof that shipment has been properly processed. Copies are destroyed when no longer required. DISCLOSURE: Voluntary; however, failure to provide your SSN and other requested personal information may cause delay in processing through customs, pending positive identification.					
PART II - FIREARMS AND AMMUNITION					
1. TO: (Overseas PDS/APO)			2. FROM: (Military Customs Inspector)		
SECTION D - OWNER'S CUSTOMS DECLARATION (Attach copy of orders)					
3. NAME (Last, First, Middle Initial) (Print or type)		4. GRADE		5. SOCIAL SECURITY NUMBER	
6. UNIT ADDRESS OVERSEAS (Include APO number)			7. ADDRESS IN UNITED STATES (Include ZIP Code)		
8. I DECLARE THAT: (1) All items in this shipment to the United States consist only of privately owned firearms and ammunition for my personal use; (2) The shipment contains (a) No surplus military firearm except as indicated in 2 below (b) No prohibited firearm (c) The firearms are generally recognized as suitable for sporting purposes as determined by the Department of Treasury or as indicated in 2 below. <input type="checkbox"/> have <input type="checkbox"/> have not been serving overseas under US Government orders and am traveling under orders for (or to): (X appropriate item below)					
a. TDY or PCS to the United States or enroute to another overseas duty station					
b. PCS to the United States from overseas.					
c. PCS from overseas to a restricted overseas area where firearms are prohibited and personal property is being returned to the US.					
d. PCS to the US from a permanent duty station abroad to a permanent duty station in the United States or for release from active duty deployment or					
e. PCS from a combat area or a combat zone to the United States.					
f. TDY to the United States from overseas.					
g. TDY or PCS to the United States from overseas.					
COMPLETE APPROPRIATE CERTIFICATE OR DECLARATION BELOW					
9. DECLARATION CONCERNING IMPORTATION OF FIREARMS OR AMMUNITION PREVIOUSLY TAKEN OUT OF THE UNITED STATES Under penalty of perjury I hereby declare that my present address is _____ and that I departed from the United States (including possessions thereof) at (Place of exit) _____ on or about (YYYYMMDD) _____ and took with me as part of my personal property, the firearm(s) and ammunition which I previously possessed in the United States. Indicate as code "A" in description below.					
10. CERTIFICATION UNDER REVENUE RULING 69-309 (Applicable for Rifles/Shotguns/Ammunition when qualified. See provisions on back.) Under the penalties of perjury I hereby declare that I now am or have been on active duty outside the United States within 60 days immediately preceding this importation; that I am returning to the United States from a permanent overseas duty station; that the transportation to and the receipt and possession by me at my place of residence or new permanent duty station located at (City) _____ (State) _____ of the firearm(s) and/or ammunition described on the attached ATF Form 6A (Firearms) would not constitute any violation of Title I, State Firearms Control Assistance (U.S.C., Title 18, Chapter 44), or Title VII, Unlawful Possession or Receipt of Firearms (52 Stat. 236) of the Omnibus Crime Control and Safe Streets Act of 1968 (82 Stat. 1971) or Section 414 of the Mutual Security Act of 1954 (78 Stat. 848) or any applicable state law or published ordinance. (A Release and Receipt of Imported Firearms (ATF Form 6A) (Firearms) will be attached). Indicate as code "B" in description below.					
11. FIREARMS OR AMMUNITION ACQUIRED DIRECTLY FROM A LICENSED US FIREARMS DEALER OR THROUGH AN AUTHORIZED RPD AND GUN CLUB OR THROUGH MILITARY EXCHANGE SERVICES SPECIFICALLY FOR THE MEMBER. Indicate as code "C" in description below. Evidence of such acquisitions will be attached.					
12. FIREARMS OR AMMUNITION ACQUIRED OVERSEAS OTHER THAN AS INDICATED IN 10 OR 11 ABOVE. An approved Import Permit (ATF Form 6) (Firearms) Part II and Release and Receipt of Imported Firearms (ATF Form 6A) (Firearms) should be attached if available. If not, indicate as code "D" in description below.					
13. DESCRIPTION OF FIREARMS OR AMMUNITION (For additional Firearms/Ammunition in Remarks, on back.)					
a. FIREARMS					
ITEM	CODE	MANUFACTURER	COUNTRY OF MANUFACTURE	CALIBER SIZE OR GAUGE	SERIAL NUMBER
(1)					
(2)					
(3)					
(4)					
(5)					
(6)					
(7)					
b. AMMUNITION					
ITEM	CODE	TYPE	QUANTITY	CALIBER	
(1)					
(2)					
(3)					
(4)					
(5)					
(6)					
14. THE STATEMENTS ABOVE ARE MADE WITH FULL KNOWLEDGE OF THE APPLICABLE PROVISIONS OF DOD REGULATION 5030.49R AND OVERSEAS INSTRUCTIONS.					
a. SIGNATURE OF OWNER					b. DATE (YYYYMMDD)

DD FORM 1252-1, SEP 1998

PREVIOUS EDITION IS OBSOLETE.

Reset

Figure 502-10. DD Form 1252-1, US Customs Declaration for Personal Property Shipments, Part II

SECTION E - MILITARY CUSTOMS INSPECTOR'S CERTIFICATE			
<p>15. I CERTIFY THAT: (1) I have inspected the firearms and ammunition in (State number) _____ outer container(s) covered by this certificate and have read the above statements which, to the best of my knowledge and belief, are true; (2) No unauthorized firearms/ammunition is contained in the shipment; (3) Regulations relative to quantities, declarations, and certificates have been complied with; and (4) The firearms and ammunition in the shipment are being forwarded to the United States pursuant to competent United States Government orders which I have examined and the correct item namely 1a, b, c, d, e, f, or g is checked above.</p> <p>Serial Number(s) of Seal(s) (Give number) _____ affixed to container(s).</p>			
<p>a. MILITARY CUSTOMS INSPECTOR STAMP</p>	<p>b. NAME OF MILITARY CUSTOMS INSPECTOR (Last, First, Middle Initial)</p>	<p>c. GRADE</p>	<p>d. SIGNATURE</p>
<p>e. DATE (YYYYMMDD)</p>		<p>f. DATE (YYYYMMDD)</p>	
SECTION F - OVERSEAS PORT SHIPMENT DATA			
<p>16. NAME OF CARRIER</p>		<p>17. VOYAGE/FLIGHT NO.</p>	
<p>18. REMARKS</p>			
REVENUE RULING 69-309			
<p>The requirement that an import permit be obtained for each firearm to be imported by military members has been relaxed somewhat by Revenue Ruling 69-309, which was published on 9 June 1968. This ruling allows members of the US Armed Forces under conditions set forth below, to import up to three rifles or shotguns, excluding surplus military, and up to 1000 rounds of ammunition without obtaining an import permit. The waiver provided by this Ruling does not include handguns. A permit for each handgun to be imported must be obtained.</p> <p>The conditions specified in Revenue Ruling 69-309 are as follows:</p> <p>(1) The member of the US Armed Forces is on active duty outside the United States or has been on active duty outside the United States within the 60-day period immediately preceding the transportation, shipment, receipt or importation;</p> <p>(2) The importation consists of rifles or shotguns or any combination thereof (excluding any firearm coming within the purview of the National Firearms Act and any firearm of military surplus origin) not to exceed a total of three, and not more than 1,000 rounds of ammunition for rifles and shotguns (excluding</p>		<p>tracer and incendiary ammunition) when these firearms or ammunition are on the person of a returning member of the US Armed Forces or with his baggage or effects, whether accompanied or unaccompanied (but not mailed unless they are included in unaccompanied baggage or effects which are officially shipped through the mails by a Transportation Officer of the US Armed Forces incident to a permanent change of duty);</p> <p>(3) The rifles and shotguns and ammunition are being transported, shipped, received and imported into the United States to the place of residence, and are intended for the personal use of the member of the US Armed Forces importing them;</p> <p>(4) The importation is incident to the return of the importer to a permanent duty station in the United States from a duty station abroad, or his release from active duty;</p> <p>(5) The importer of the firearms and ammunition completes, and he or his authorized agent furnishes to the Customs Officer releasing the firearms and ammunition, a Form 6A (Firearms) pursuant to 26 CFR, 178.114(b) and a certification. (The certification on the front of this form may be used for this purpose.)</p>	

DD FORM 1252-1 (BACK), SEP 1998

Reset

Figure 502-10. DD Form 1252-1, US Customs Declaration for Personal Property Shipments, Part II (Cont'd)

DEPARTMENT OF THE TREASURY BUREAU OF ALCOHOL, TOBACCO AND FIREARMS APPLICATION AND PERMIT FOR IMPORTATION OF FIREARMS, AMMUNITION AND IMPLEMENTS OF WAR FOR USE BY MEMBERS OF THE UNITED STATES ARMED FORCES (Submit in triplicate)										FORM NO. 101-2-0010 FOR ATF USE ONLY PERMIT NO. _____ VALID FOR 12 MONTHS AFTER THE DATE OF APPROVAL (ITEM 20 BELOW)	
SECTION I - APPLICATION											
1. RETURN APPROVED PERMIT TO (Enter name, address and ZIP Code if different than applicant's)						2. APPLICANT'S NAME AND ADDRESS (Including ZIP Code)					
						TELEPHONE NUMBER _____					
3. NAME AND ADDRESS OF SELLER						4. NAME AND ADDRESS OF SHIPPER					
5. PRESENT OR LAST FOREIGN DUTY STATION						6. COUNTRY OF EXPORTATION					
7. DESCRIPTION OF FIREARMS AND AMMUNITION (For firearms, enter (SG) - Shotgun; (RI) - Rifle; (PI) - Pistol; (RE) - Revolver)											
NAME AND ADDRESS OF MANUFACTURER a.		TYPE (SG, RI, PI, RE) b.	CALIBER, GAUGE OR SIZE c.	MODEL (MFRS) DESIG. d.	LENGTH OF BARREL e.	OVERALL LENGTH (inches) f.	SERIAL NO. g.	NEW (N) OR USED (U) h.	QUANTITY (Each type) i.	UNIT COST j.	
FIREARMS											
AMMUNITION		(Ball, Wad, cuff, Shot, etc.)									
8. SPECIFIC PURPOSE OF IMPORTATION (Use additional sheets, if necessary)											
9. ARE YOU NOW OR HAVE YOU BEEN ON ACTIVE DUTY OUTSIDE THE UNITED STATES WITHIN THE 60-DAY PERIOD IMMEDIATELY PRECEDING THIS IMPORTATION? <input type="checkbox"/> YES <input type="checkbox"/> NO											
10. PLACE OF RESIDENCE IN THE UNITED STATES											
11. DATE OF ASSIGNMENT TO DUTY STATION WITHIN UNITED STATES						12. BRANCH OF SERVICE			13. DATE OF BIRTH		
Under penalties of law, I declare that I have examined this application, including the documents submitted in support of it, and to the best of my knowledge and belief, it is true, correct, and complete, that the transportation to and the receipt and possession by me at my place of residence of the firearms and/or ammunition described above, would not constitute any violation of Title I of the Gun Control Act of 1968 (U.S.C., Title 18 Chapter 44), or Title VII of the Omnibus Crime Control and Safe Streets Act of 1968 (U.S.C. Title 18, Appendix, Sections 1201-1203) or any State law or local ordinance, that the firearms and/or ammunition are intended for my personal use and that no firearm is a surplus military firearm or a firearm as described in 26 U.S.C. 5845(a).											
14. SIGNATURE				15. RANK		16. SERIAL NO.		17. DATE			
SECTION II - FOR ATF USE ONLY											
(Please make no entries in this section)											
18. THE APPLICATION HAS BEEN EXAMINED AND THE IMPORTATION OF THE FIREARMS AND AMMUNITION DESCRIBED HEREIN IS:											
<input type="checkbox"/> APPROVED <input type="checkbox"/> WITHDRAWN BY APPLICANT WITHOUT ACTION <input type="checkbox"/> PARTIALLY APPROVED FOR THE REASON INDICATED ON THE ATTACHED LETTER <input type="checkbox"/> RETURNED FOR ADDITIONAL INFORMATION <input type="checkbox"/> DISAPPROVED FOR THE REASON INDICATED ON THE ATTACHED LETTER											
19. SIGNATURE OF DIRECTOR, BUREAU OF ALCOHOL, TOBACCO AND FIREARMS								20. DATE			
ATF F 6 - PART II (5330.3B) (8-97) PREVIOUS EDITIONS ARE OBSOLETE											

Figure 502-11. ATF F 6 Part II, Application and Permit for Importation of Firearms, Ammunition and Implements of War

DEPARTMENT OF THE TREASURY BUREAU OF ALCOHOL, TOBACCO AND FIREARMS APPLICATION AND PERMIT FOR IMPORTATION OF FIREARMS, AMMUNITION AND IMPLEMENTS OF WAR NOT FOR USE BY MEMBERS OF THE UNITED STATES ARMED FORCES <i>(Submit in triplicate)</i>										OMB No. 1512-0017 (09/30/2000) FOR ATF USE ONLY PERMIT NO. _____ VALID FOR 12 MONTHS AFTER THE DATE OF APPROVAL (ITEM 17 BELOW)	
SECTION I - APPLICATION											
1. FEDERAL FIREARMS LICENSE <i>(If Any)</i>					2. TELEPHONE NO.		3. COUNTRY OF EXPORTATION				
LICENSE NO.			EXPIRATION DATE								
4. NAME AND ADDRESS OF BROKER, if any <i>(Including ZIP Code)</i>					5. APPLICANT'S NAME AND ADDRESS <i>(Including ZIP Code)</i>						
<input type="checkbox"/> Check here if permit is to be returned to broker.					<input type="checkbox"/> Check here if permit is to be returned to applicant.						
6. NAME AND ADDRESS OF FOREIGN SELLER, if any					7. NAME AND ADDRESS OF FOREIGN SHIPPER						
8. DESCRIPTION OF FIREARMS AND AMMUNITION <i>(For firearms, enter (SG) - Shotgun; (R) - Rifle; (P) - Pistol; (RE) - Revolver)</i>											
	NAME AND ADDRESS OF MANUFACTURER <i>a</i>	TYPE (SG), (R), (P), (RE) <i>b</i>	CALIBER GAUGE OR SIZE <i>c</i>	QUANTITY (Each type) <i>d</i>	UNIT COST <i>e</i>	US MIL CATEGORY <i>f</i>	MODEL (MFRS) DESIGN <i>g</i>	LENGTH OF BARREL <i>h</i>	OVERALL LENGTH (inches) <i>i</i>	SERIAL NO. <i>j</i>	NEW OR USED (U) <i>k</i>
FIREARMS											
IMPLEMENTS OF WAR											
AMMUNITION		<i>(Ball Wad- cutter, Shot, etc.)</i>					9. CERTIFICATION OF ORIGIN. The items sought for importation in block 8: a. <input type="checkbox"/> Do not contain U.S. manufactured parts or components, and <input type="checkbox"/> Do not contain foreign manufactured parts or components that were manufactured with U.S. technical data or assistance; or b. <input type="checkbox"/> Contain U.S. manufactured parts or components and/or foreign manufactured parts or components that were manufactured with U.S. technical data or assistance.				
10. SPECIFIC PURPOSE OF IMPORTATION <i>(Use additional sheets, if necessary)</i>											
11. ARE YOU REGISTERED PURSUANT TO THE ARMS EXPORT CONTROL ACT OF 1976 <input type="checkbox"/> YES <input type="checkbox"/> NO						12. IF "YES", GIVE REGISTRATION NO. AND EXPIRATION DATE					
Under the penalties provided by law, I declare that I have examined this application, including the documents submitted in support of it, and, to the best of my knowledge and belief, it is true, correct, and complete.											
13. SIGNATURE OF APPLICANT						14. TITLE			15. DATE		
SECTION II - FOR ATF USE ONLY <i>(Please make no entries in this section)</i>											
16. THE APPLICATION HAS BEEN EXAMINED AND THE IMPORTATION OF THE FIREARMS, AMMUNITION, AND IMPLEMENTS OF WAR DESCRIBED HEREIN IS:											
<input type="checkbox"/> APPROVED						<input type="checkbox"/> WITHDRAWN BY APPLICANT WITHOUT ACTION					
<input type="checkbox"/> PARTIALLY APPROVED FOR THE REASON INDICATED HERE OR ON ATTACHED LETTER						<input type="checkbox"/> RETURNED WITHOUT ACTION FOR ADDITIONAL INFORMATION					
<input type="checkbox"/> DISAPPROVED FOR THE REASON INDICATED HERE OR ON ATTACHED LETTER											
17. SIGNATURE OF THE DIRECTOR, BUREAU OF ALCOHOL, TOBACCO AND FIREARMS									18. DATE		
ATF F 6 - PART I (5330.3A) (3-2000) PREVIOUS EDITIONS ARE OBSOLETE											

Figure 502-12. ATF F 6 Part I, Application and Permit for Importation of Firearms, Ammunition and Implements of War

I. RESTRICTED AND PROHIBITED ARTICLES

US border clearance laws and regulations prohibit importation of certain items or restrict importation to certain specific conditions or prescribed quantities. Such laws and regulations are for the protection of public health, plant and animal life, or otherwise serve the welfare of the people of the US. The following lists encompass only those articles most commonly available in overseas areas and represent only a partial listing. More detailed information on specific prohibitions and restrictions is contained in numerous pamphlet and pamphlet-type publications available from the US border clearance agencies.

1. Restricted Articles

- a. These items may be imported under the conditions specified. Additionally, although such items may be imported upon conditions being met for US border clearance agencies, members must still comply with appropriate Service shipping regulations.
 - (1) Firearms, ammunition, and dangerous devices, as specified in Chapter 503.
 - (2) Trademark items (articles produced outside the US, bearing marks or names copying or simulating US trademarks or trade-names that have been recorded by the USCS), provided they fall within limited numbers permitted under blanket policies by some trademark or trade-name owners, or are accompanied with written consent of the owners of the trademarks or trade-names, or if the trademark or trade-names have been removed or obliterated.
 - (3) Foreign reprints of US copyrighted material, provided that they are intended for personal use.
 - (4) Switchblade knives, or any knife with a blade that opens automatically by the action of inertia or gravity, may be imported by a person who has only one arm, providing the knife blade does not exceed three inches in length. Spring-loaded knives are authorized to personnel when said knife is a Government Issue item (some Special Forces have these knives issued).
 - (5) Liquor or alcoholic beverages, as permitted by the laws of the US state of destination and may be shipped duty free into the continental US pursuant to HTSUS, Chapter 98, Subchapter V. Personal Exemptions Extended to United States Personnel and Evacuees, Section 9805.00.50. Wine may be shipped duty free into the continental US when packed and shipped by an authorized contractor.
 - (6) Prescription drugs, provided they are hand-carried.
 - (7) Wildlife and wildlife parts and products may be imported if specifically permitted by federal law and US Fish and Wildlife Service, USDA, and USCS requirements if documentation (permits and certificates) is obtained and procedures followed. Border clearance agencies should be contacted prior to shipment.
 - (8) Elephant Ivory, elephant parts, and products made thereof are prohibited unless from legally taken hunting trophies (hunting permits required) or antiques over 100 years old (documentation required).
 - (9) Bonsai plants and tatami mats may only be shipped with a proper USDA permit (See Paragraph I.3.b).

2. Prohibited Articles

- a. The import into the CTUS of articles in the following categories is specifically prohibited except in those cases where a license to import said items, such as for scientific, educational, or military use, is obtained from the proper USG agency.
 - (1) Any controlled substance as defined by US Federal Law (including narcotics, hallucinogenic drugs, amphetamines, barbiturates, marijuana, hashish, peyote, opium, cocaine, and other dangerous drugs) or drug paraphernalia.
 - (2) Goods made by convict labor, forced labor, or indentured labor under penal sanctions (includes goods, wares, articles, and merchandise that has been mined, produced, or manufactured wholly, or in part, in any foreign country by the above type labor).
 - (3) Articles originating in embargoed countries, unless the articles are accompanied with special import licenses issued by the Department of Treasury, are prohibited. Updated lists of embargoed countries may be found at: <http://www.treas.gov/ofac>.
 - (4) Destructive devices (e.g., explosive caps, hand grenades, tear gas projectiles, artillery simulators).
 - (5) Explosives and flammables.
 - (6) White phosphorous matches.
 - (7) Counterfeits of coins, securities, obligations, postage or revenue stamps, and color illustrations of postage stamps of the US or foreign governments.
 - (8) Lottery tickets and advertisements of any lottery.
 - (9) Obscene and immoral articles, books, pictures, films, or publications. USCS defines obscene pictorial (photos, films, cassettes) material as pictorial matter devoted to the portrayal of sexual acts (oral, anal, or coital penetration) in any manner, including those with an animal. The USCS definition does not include the mere exposure of the genitals, even in a grossly offensive manner.
 - (10) Federal Law and the Convention on International Trade in Endangered Species of Wild Fauna and Flora prohibit certain wildlife and wildlife parts and products. Border clearance Agencies should be contacted prior to shipment.

3. Agricultural Restrictions and Prohibitions

- a. Certain agricultural items may be imported into the CTUS only under specific conditions. Many items that require a permit must be consigned to an APHIS plant inspection station or an approved establishment. Because restricted agriculture products must be inspected by APHIS inspectors at a CTUS commercial port of entry to determine if the product meets all requirements for importation, transport of restricted agricultural products by aircraft will severely limit entry points into the CTUS.
 - (1) Animal and Poultry Products. USDA APHIS restricts entry of animals, poultry, birds' eggs, wild bird feathers, poultry products and byproducts, and animal products and byproducts, to include meat extracts, secretions (including milk and cheese), untanned hides, untanned skins, wool, hair, bone, and horns. (There are no USDA APHIS restrictions on animal trophies that are full-finished for display. There are, however, US Fish and Wildlife Service restrictions and prohibitions on the importation of mounted birds and animals, including elephant ivory, elephant parts, and products thereof.) Importers contemplating entry into the CTUS of the above should obtain detailed requirements from the Veterinary Services, Animal and Plant Health Inspection Service,

US Department of Agriculture, Riverdale, MD 20737-1232, prior to leaving the country of origin.

- (2) Pets. Due to the multitude of restrictions on the importation of pets (including dogs, cats, and birds) from various oversea areas, specific information on their importation is not included herein. Pet birds require a permit and must be quarantined on return to CTUS (contact USDA for full requirements). Dogs (other than working herd dogs) and cats must meet US Code and Public Health restrictions. Pet owners must consult the local TO or write the Veterinary Services as above.
- (3) Plants and Plant Products. The following plants and plant products may not be imported as such: fresh fruits and vegetables; trees, shrubs, and herbaceous plants; bulbs, roots, cuttings, or other parts of plants, and seeds for or capable of propagation; dried or undried grasses; various grains, to include hay and straw; and leaves of plants, forest litter, and soil (such as that likely to be on vehicles, lawnmowers, and similar items used outdoors). Importation of animals and insects that present a hazard to the indigenous US life is also prohibited.
 - b. Application for permits to import these items or to obtain information may be made to the USDA, APHIS, Plant Protection and Quarantine (PPQ) Permit Unit, 4700 River Road, Riverdale, MD 20737-1232. This permit may specify entry conditions by personal baggage, mail, or freight through any one of several inspection stations in the US, as appropriate, to the destination.
 - c. Unrestricted. Commercially dried, cured, or processed fruits and vegetables, such as cured figs and dates or dried peas and beans, are unrestricted.
4. Restriction Against Shipping Alcoholic Beverages and Tobacco Products. Liquor/alcoholic beverages are restricted and may be shipped separate from the rest of the member's/employee's personal property. Limited quantities may enter duty-free if accompanied by the member/employee. Unaccompanied shipments are subject to duty payments. The Government is not responsible for any fee or customs charges and certain charges may or may not be reimbursable.

J. PRIVATELY OWNED VEHICLES (POVS)

1. To import POVs into the CTUS, the vehicles must have been manufactured in compliance with both the DOT motor safety standards and US EPA emission control standards in effect at the time of manufacture, or the vehicles must be modified to comply with such standards. Additionally, POVs equipped with catalytic converters or other emission control devices must meet emission test requirements and standards. All POVs must be free of soil to meet USDA requirements.
2. Safety Standards. All vehicles, foreign or domestic, manufactured on or after 1 January 1968, must conform to the applicable US motor vehicle safety standards in effect on the date of manufacture. Certification for all vehicles, to include motorized bikes and motor scooters manufactured on or after 1 January 1969, being imported into the CTUS is accomplished on a DOT Form HS-7, Importation of Motor Vehicles and Motor Vehicle Equipment Subject to Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards, Figure 502-13. The completed form will be attached to the original DD Form 1252 that was completed for the vehicle.

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <h2 style="margin: 0;">— DECLARATION —</h2> <h3 style="margin: 0;">Importation of Motor Vehicles and Motor Vehicle Equipment Subject to Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards</h3> </div> <div style="text-align: right; font-size: 0.8em;"> OMB No. 2127-0002 Public Law 100—562, 16 USC 301 </div> </div>			
PORT OF ENTRY		CUSTOMS PORT CODE	CUSTOMS ENTRY NO.
MAKE OF VEHICLE		MODEL	YEAR
		VEHICLE IDENTIFICATION NUMBER (VIN)	
REGISTERED IMPORTER NAME AND NHTSA REGISTRATION NUMBER (Required when Box 3 is checked)			VEHICLE ELIGIBILITY NO. (Box 3)
DESCRIPTION OF MERCHANDISE IF MOTOR VEHICLE EQUIPMENT			
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><input type="checkbox"/> 1. The vehicle is 25 or more years old or the equipment item was manufactured on a date when no applicable Federal Motor Vehicle Safety, or Theft Prevention Standard was in effect. [§91.5(i)]</p> <p><input type="checkbox"/> 2A. The vehicle, chassis-cab or equipment item conforms with all applicable Federal Motor Vehicle Safety Standards for the vehicle does not conform solely because readily attachable equipment items which will be attached to it before it is offered for sale to the first purchaser for purposes other than resale are not attached; and Bumper and Theft Prevention Standards, and bears a certification label or tag to that effect permanently affixed by the original manufacturer to the vehicle or chassis-cab, or affixed by the manufacturer to the equipment item or its delivery container in accordance with applicable National Highway Traffic Safety Administration (NHTSA) regulations [§91.5(e)], or</p> <p>Attachment: For chassis-cab entry, see Box B.</p> <p><input type="checkbox"/> 2B. The vehicle conforms with all applicable Federal Motor Vehicle Safety Standards of Canada and the United States except for minor labeling requirements, and I am importing it for personal use.</p> <p>Attachment: Copy of manufacturer's confirmation letter.</p> <p><input type="checkbox"/> 3. The vehicle does not conform with all applicable Federal Motor Vehicle Safety and Bumper Standards, but does conform with applicable Federal Theft Prevention Standards, but I am eligible to import it because NHTSA has determined that the model and model year of the vehicle to be imported is eligible for importation into the United States and I have furnished a bond, which is attached to this declaration, in an amount equal to 150 percent of the entered value of the vehicle as determined by the Secretary of the Treasury, if the Administrator of NHTSA determines that the vehicle has not been brought into compliance with all such standards within 120 days after importation, then I state that I will deliver such vehicle to the Secretary of the Treasury for export, or abandon it to the United States [§91.5(j), and that</p> <p>a. I have registered with NHTSA pursuant to 49 CFR Part 592 and such registration has not been revoked or suspended; or</p> <p>b. I have executed a contract or other agreement, which is attached to this declaration, with an importer who has registered with NHTSA and whose registration has not been suspended or revoked. [§91.5(k)]</p> <p>Attachments: Copy of DOT Bond; and Copy of Contract with a Registered Importer, if applicable.</p> <p><input type="checkbox"/> 4. The vehicle or equipment does not comply with all applicable Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards, but is intended solely for export and is labeled for export on the vehicle or equipment item, and the outside of any container of the vehicle or equipment item bears a label or tag to that effect. [§91.5(c)]</p> <p><input type="checkbox"/> 5. The vehicle or equipment does not comply with all applicable Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards, but I am eligible to import it because:</p> <p>a. I am a nonresident of the United States and the vehicle is registered in a country other than the United States;</p> <p>b. I am temporarily importing the vehicle for personal use for a period not to exceed 1 year, and will not sell it during that time; and</p> <p>c. I will export it not later than the end of 1 year after entry and the declaration contains my passport number and country of issue. [§91.5(d)]</p> <p>d. Passport No. _____ Country of issue _____</p> <p><input type="checkbox"/> 6. The vehicle does not conform with all applicable Federal Motor Vehicle Safety Standards, but I am eligible to import it because:</p> <p>a. I am a member of the foreign government on assignment in the United States, or a member of the Secretariat of a public international organization so designated under the International Organizations Immunities Act, and within the class of persons for who free entry of motor vehicle has been authorized by the Department of State;</p> <p>b. I am importing the motor vehicle on a temporary basis for my personal use, and will register it through the Office of Foreign Missions of the Department of State;</p> <p>c. I will not sell the vehicle to any person in the United States, other than a person eligible to import a vehicle under this paragraph;</p> <p>d. I will obtain from the Office of Foreign Missions of the State Department, before departing the United States at the conclusion of a tour of duty, an ownership title to the vehicle good for export only; and</p> <p>e. I have attached a copy of my official orders. [§91.5(h)(1)]</p> <p>Attachment: Copy of Official Orders.</p> <p><input type="checkbox"/> 7. The vehicle or equipment does not comply with all Federal Motor Vehicle Safety and Bumper Standards, but is being imported solely for the purpose of research, investigations, show or display, demonstrations or training, or competitive racing events, and I state that I will comply with the applicable restrictions on importers of such merchandise [§91.7] and I will provide the Administrator with documentary proof of export or destructions not later than 30 days following the end of the period for which the vehicle has been admitted into the United States. [§91.5(j)]</p> <p>Attachment:</p> <p>a. Copy of NHTSA permission letter if the importer is not an original manufacturer of motor vehicles (or a wholly owned subsidiary thereof) that are certified to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS). Use on the public roads must be authorized specifically. [§91.8(i)(1) or (2)].</p> <p>b. Importer's statement describing the use to be made of the vehicle or equipment item: If the importer is an original manufacturer of motor vehicles (or a wholly owned subsidiary thereof) that are certified to comply with all applicable FMVSS, I use on the public roads is an integral part of the purpose for which the vehicle or equipment item is imported. The statement shall describe the purpose which makes such use necessary, state the estimated period of time during which use of the vehicle or equipment item on the public roads is necessary, and state the intended means of flow disposition (and disposition date) of the vehicle or equipment item after completion of the purpose for which it is imported. [§91.8(i)(3)]</p> <p><input type="checkbox"/> 8. This vehicle was not manufactured primarily for use on the public roads and thus is not a motor vehicle subject to the Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards or the equipment item is not a system, part, or component of a motor vehicle and thus is not an item of motor vehicle equipment subject to the Federal Motor Vehicle Safety Standards. [§91.5(a)]</p> <p>Attachment: Importer's substantiating statement. [§91.6(a)]</p> <p><input type="checkbox"/> 9. The vehicle or equipment item requires further manufacturing operations to perform its intended function, other than the addition of readily attachable equipment items such as mirrors, wipers, or tire and rim assemblies, or minor finishing operations such as painting, and any part of such vehicle that is required to be marked by Part 541 of this chapter is marked in accordance with that part. [§91.5(a)]</p> <p>Attachment: Statement issued by the manufacturer of the incomplete vehicle, chassis-cab or equipment item which indicates the applicable Federal Motor Vehicle Safety Standard(s) with which the vehicle or equipment item is not in compliance, and which describes the further manufacturing required. [§91.6(b)]</p> <p><input type="checkbox"/> 10. Reserved</p> <p><input type="checkbox"/> 11. The equipment item is subject to the Theft Prevention Standard and is marked in accordance with the requirements of 49 CFR 541. [§91.5(k)]</p> <p><input type="checkbox"/> 12. The vehicle does not conform with all applicable Federal Motor Vehicle Safety Standards, but I am eligible to import it because:</p> <p>a. I am a member of the armed forces of a foreign country on assignment in the United States;</p> <p>b. I am importing the vehicle on a temporary basis, and for my personal use;</p> <p>c. I will not sell the vehicle to any person in the United States;</p> <p>d. I will export the vehicle upon departing the United States at the conclusion of a tour of duty; and</p> <p>e. I have attached a copy of my official orders. [§91.5(h)(2)]</p> <p>Attachment: Copy of Official Orders.</p> </div> </div>			
NAME OF IMPORTER (Please type)		IMPORTER'S ADDRESS (Street, City, State, Zip Code)	
NAME OF DECLARANT (Please type)		DECLARANT'S ADDRESS (Street, City, State, Zip Code)	
DECLARANT'S CAPACITY		DECLARANT'S SIGNATURE	DATE SIGNED

HS-7 (Rev. 9-99)
OVER
11234-1042

Figure 502-13. DOT Form HS-7, Importation of Motor Vehicles and Motor Vehicle Equipment Subject to Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards

- a. US Specification POV. The original manufacturer's certification label affixed to the vehicle door post or frame of motorized bike or motor scooter is the best evidence of conformance. The label must show the date of manufacture and the vehicle identification number (VIN). For multipurpose passenger vehicles, the type of vehicle must also be shown.

- b. Non-US Specification POV.

- (1) Effective 31 January 1990, Public Law (PL) 100-562, Imported Vehicle Safety Compliance Act of 1988, and its implementing regulations require that POVs which are not certified by their original manufacturer to be in conformity with applicable with US Federal Motor Vehicle safety, bumper, tires, and theft prevention standards, be imported into the CTUS only through importers registered (Registered Importer) with the DOT National Highway Traffic Safety Administration (NHTSA). Non-US specification

vehicles must be brought into conformity with all applicable Federal motor safety standards proscribed by PL 100-562 within a reasonable time after importation. Members should contact the NHTSA for a current listing of Registered Importers applicable to their POV.

- (2) In addition to applicable customs requirements, importers of such vehicles must furnish a DOT conformance bond, in the amount of three times the value of the vehicle, on DOT Bond Form HS-474, Bond to Ensure Conformance with Motor Vehicle Safety and Bumper Standards, Figure 502-14.


 US Department of Transportation National Highway Traffic Safety Administration	BOND TO ENSURE CONFORMANCE WITH MOTOR VEHICLE SAFETY AND BUMPER STANDARDS Section 591.50(f) <i>(To redeliver vehicle, to produce documents, to perform conditions of release, such as to bring vehicle into conformance with all applicable federal Motor Vehicle Safety and Bumper Standards)</i> Know All Men by These Presents That _____ <small>name of principal, if a corporation the State of Incorporation</small> of _____, as principal <small>street address or post office box number, city, state, Zip Code</small> and _____ of _____ <small>Name, state of Incorporation, if any Address</small> and _____ of _____ <small>Name, state of Incorporation, if any Address</small> as sureties, are held and firmly bound unto the UNITED STATES OF AMERICA in the sum of _____ dollars (\$ _____), which represents 150% of the entered value of the following described motor vehicle as determined by the U. S. Customs Service: _____ <small>Model year, make, make, make, engine, and chassis number</small> for the payment of which we bind ourselves, our heirs, executors, administrators, successors, and assigns (jointly and severally), firmly by these presents WITNESS our hands and seals this _____ day of _____, 199_____ WHEREAS , motor vehicles may be entered under the provisions of section 108, National Traffic and Motor Vehicle Safety Act of 1966, as amended; and section 106 of the Motor Vehicle Information and Cost Savings Act; and WHEREAS , pursuant to 49 CFR Part 591, a regulation promulgated under the provisions of section 108, National Traffic and Motor Vehicle Safety Act of 1966, as amended, the above-bounden principal desires to import permanently the motor vehicle described above, which is a motor vehicle that was not originally manufactured to conform with the Federal motor vehicle safety standards, and bumper standards; and WHEREAS , pursuant to 49 CFR Part 592, a regulation promulgated under the provisions of section 108, National Traffic and Motor Vehicle Safety Act of 1966, as amended, the above-bounden principal has been granted the status of Registered Importer of motor vehicles not originally manufactured to conform with the Federal motor vehicle safety standards (or, if not Registered Importer, has a contract with a Registered Importer covering the motor vehicle described above); and WHEREAS , pursuant to 49 CFR 593, a regulation promulgated under the provisions of section, 108, National Traffic and Motor Vehicle Safety Act of 1966, as amended, the Administrator of the National Highway Traffic Safety Administration as determined that the motor vehicle described above is eligible for importation into the United States; and WHEREAS , the motor vehicle described above has been imported at the port _____ for consumption on entry No. _____, dated _____, 199_____ NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH THAT- (1) The above-bounden principal (the "principal", in consideration of the permanent admission into the United States of the motor vehicle described above (the "vehicle"), voluntarily undertakes and agrees to have such vehicle brought into conformity with all applicable Federal motor vehicle safety and bumper standards within 120 days after such importation, as specified by the Administrator of the National Highway Traffic Safety Administration (the "Administrator"); (2) The principal shall then file, or if not a Registered Importer shall then cause the Registered Importer of the Vehicle to file, with the Administrator, a certificate that the vehicle complies with each Federal motor vehicle safety standard in effect the year that the vehicle was manufactured and which applies in such year to the vehicle, and that the vehicle complies with the Federal bumper standard (if applicable); Form HS-474 (1-90)	OMB No. 2127-0002 PL 100-562, 15 USC 1397, and 1916
---	---	---

Figure 502-14. DOT Bond Form HS-474, Bond to Ensure Conformance with Motor Vehicle Safety and Bumper Standards

(3) The principal, if a Registered Importer, shall not release custody of the vehicle to any person for license or registration for use on public roads, streets, or highways, or license or register the vehicle from the date of entry until 30 calendar days after it has certified compliance of the vehicle to the Administrator, unless the Administrator notifies the principal before 30 days that (s)he has accepted such certification and the vehicle and bond may be released, except that no such release shall be permitted, before or after the 30th calendar day, if the principal has received written notice from the Administrator that an inspection of such vehicle will be required, or that there is reason to believe that such certification is false or contains a misrepresentation;

(4) And if the principal has received written notice from the Administrator that an inspection is required, the principal shall cause the vehicle to be available for inspection; and the vehicle and bond shall be promptly released after completion of an inspection showing no failure to comply. However, if the inspection shows a failure to comply, the vehicle and bond shall not be released until such time as the failure to comply ceases to exist;

(5) And if the principal has received written notice from the Administrator that there is reason to believe that the certificate is false or contains a misrepresentation, the vehicle or bond shall not be released until the Administrator is satisfied with the certification and any modification thereof;

(6) And if the principal has received written notice from the Administrator that the vehicle has been found not to comply with all applicable Federal Motor vehicle safety and bumper standards, and written demand that the vehicle be abandoned to the United States, or delivered to the Secretary of the Treasury for the export (at no cost to the United States), the principal shall abandon the vehicle to the United States, or shall deliver the vehicle, or cause the vehicle to be delivered to, the custody of the District Director of Customs of the port of entry listed above, or any other port of entry, and shall execute all documents necessary for exportation of the vehicle from the United States, at no cost to the United States; or in default of abandonment or redelivery after proper notice by the Administrator to the principal, the principal shall pay to the administrator the amount of this obligation;

Then this obligation shall be void; otherwise it shall remain in full force and effect.
Signed, sealed, and delivered in the presence of

Name

Address

Name _____ Address _____ (Principal) (SEAL)

Name

Address

Name _____ Address _____ (Surety) (SEAL)

CERTIFICATE AS TO CORPORATE PRINCIPAL

I, _____, certify that I am the _____
of the corporation named as principal in the within bond; that _____, who signed the bond on behalf
of the principal, was then _____ of said corporation; that I know his/her signature, and his/her
signature thereto is genuine; and that said bond was duly signed, sealed and attested for and in behalf of said corporation by authority
of its governing body.

(CORPORATE SEAL)

(To be used when a power of attorney has been filed with NHTSA, and may be executed by secretary, assistant secretary, or other officer.)

Form HS-474 (1-90)

Figure 502-14. DOT Bond Form HS-474, Bond to Ensure Conformance with Motor Vehicle Safety and Bumper Standards (Cont'd)

3. EPA Emission Standards. Under the provisions of the Clean Air Act, 42 USC § 7522, Prohibited Acts, passenger cars, light-duty trucks, and four-wheel drive vehicles, both foreign and domestic manufacture, 1968 gasoline fueled models and later, 1975 diesel fueled models and later, 1976 diesel fueled light-duty truck models and later, and motorcycles manufactured after 1 January 1978, must conform with Federal emission control standards in effect at the time of manufacture. Certification for all vehicles, to include motorized bikes and motor scooters, being imported into the CTUS is accomplished on an EPA Form 3520-1 Importation of Motor Vehicles and Motor Vehicle Engines Subject to Federal Air Pollution Regulations, Figure 502-15. Depending upon the state (e.g., California), POVs may have to conform to more stringent state emission standards.

Form Approved GMB 2050-0095 Approval Expires 8/31/03

United States Environmental Protection Agency Declaration Form Importation of Motor Vehicles and Motor Vehicle Engines Subject to Federal Air Pollution Regulations <small>U.S. EPA, Certification & Compliance Division (6406-J), 1200 Pennsylvania Ave. N.W., Washington D.C. 20460 http://www.epa.gov/otaq/import Faxback System: (202) 564-9660</small>			
<p>This form must be submitted to the U.S. Customs Service (Customs) (42 USC 7522, 7601; 19 CFR 12.73) for each motor vehicle (including motorcycles, disassembled vehicles, kit cars) and heavy-duty engine (generally, any engine used in a motor vehicle having a gross vehicle weight rating of greater than 8500 lbs.) imported into the U.S., except that this form is not required for motor vehicles and heavy-duty engines that are imported by their original manufacturer and are new and are covered by an EPA certificate of conformity and bear an EPA emission control label. However one form per shipment may be used, with attachments including all information required to fully describe each vehicle or engine as below. Check the box below indicating the provisions under which you are importing this vehicle or engine. Before using this form for an offroad vehicle (code X), the importer must verify that its engine is not subject to nonroad requirements shown on form 3520-21. Note: Although only code L imports require specific written authorization from EPA, Customs may request EPA review of importer documentation and eligibility for any import using this form. A nonconforming vehicle that is ineligible for the exemptions or exclusions listed below, must be imported through an independent commercial importer (ICI) under codes A, C, J, or Z - EPA does not authorize the vehicle's release to the vehicle owner.</p> <p>Penalties: Any person who knowingly makes any false or fraudulent statement, or omits or conceals a material fact can be fined up to \$250,000 or imprisoned for up to 5 years, or both (18 USC 1001). Any person who improperly imports a motor vehicle (including a motorcycle) or heavy-duty engine may be fined up to \$27,500 per vehicle or engine (42 USC 7524), and may be subject to forfeiture of the entire importation bond, if applicable (40 CFR 85.1513), and the U.S. Customs Service may seize the vehicle or engine (19 CFR 162.21).</p>			
Description and Declaration of Motor Vehicle or Motor Vehicle Engine			
1. Port code:	2. Entry date:	3. Customs entry number:	4. Vehicle Identification Number (VIN), or engine and chassis serial no. for HD engine:
5. Manufacture date (mo/yr):	6. Manufacturer (make):	7. Model:	
8. ICI imports only, codes A, C, J, Z - EPA no., model year and expiration date of applicable certificate:			
Names, Addresses, and Telephone Numbers of Relevant Parties			
<p>Certification: I certify that I have read and understand the purpose of this form, the penalties for falsely declaring information, or for providing misleading information, or for concealing a material fact. The information I have provided is correct, and all required attachments are appended to this form. I authorize EPA Enforcement Officers to conduct inspections or testing permitted by the Clean Air Act. I am the owner, importer, or agent for the owner or importer.</p>			
9. Importer (must be ICI for codes A, C, J, Z):	10. Owner:	11. Storage location:	12. Signature: _____ 13. Date: _____ 14. Name, company and phone (type or print):
U.S. conforming and "identical" vehicles			
<input type="checkbox"/> code B - U.S. certified - unmodified vehicle bearing a U.S. EPA emission control label in engine compartment (or on motorcycle frame) in English.			
<input type="checkbox"/> code F - U.S. certified, catalyst restoration - U.S. certified vehicle as described above, except that the catalyst, oxygen sensors or fuel filter neck restrictor were removed or damaged. The importer attests that the catalyst and oxygen sensors and fuel filter neck restrictor, as applicable, will be re-installed or replaced after importation. If leaded gasoline was used, the importer attests that after importation (1) the fuel tank will be drained and refilled with unleaded gasoline, (2) the catalyst and oxygen sensors, if they were left on the vehicle during use of the leaded gasoline, will be replaced, and (3) the fuel filter neck restrictor will be checked and replaced as necessary. No bond or EPA approval is required.			
<input type="checkbox"/> code EE - identical in all material respects to a U.S. certified version - either 1) Canadian vehicle (proof required e.g. Canadian emission control label, registration or title, or letter from the U.S. or Canadian manufacturer representative on letterhead verifying manufacture for sale in Canada) on EPA list of Canadian "identical" models, or 2) vehicle from any country with letter attached to this form from the manufacturer's U.S. representative on letterhead (not a dealer or mechanic) stating that the vehicle is identical to a U.S. EPA certified version with respect to emissions. The importer attests that vehicle is being imported for purposes other than resale or lease. For import of "identical" Canadian vehicles for resale, use code FF .			
<input type="checkbox"/> code FF - Canadian "identical" models imported for resale or lease - Canadian vehicle as described above appearing on EPA list of Canadian "identical" models, imported for resale or lease. The importer attests that the importer will satisfy applicable labeling, warranty and CAFÉ requirements as specified by EPA.			
EPA exempted vehicles			
<input type="checkbox"/> code M - miscellaneous exemption , either 1) Canadian vehicle as described above (proof required) and the importer is either permanently emigrating to the U.S. or will reside in the U.S. for greater than one year under a worker or student visa, or 2) Canadian vehicle received by U.S. resident through inheritance, or 3) EPA hardship letter based on unforeseen and extraordinary circumstances is attached to this form.			
<input type="checkbox"/> code E - vehicle or engine at least 21 years old (calendar year of manufacture subtracted from year of importation) and in original unmodified configuration is either exempted or excluded from EPA emission requirements, depending on age. Customs may require proof of vehicle age.			

EPA Form 3520-1 (Rev. 11-01) Previous editions are obsolete

Figure 502-15. EPA Form 3520-1 Importation of Motor Vehicles and Motor Vehicle Engines Subject to Federal Air Pollution Regulations

	United States Environmental Protection Agency Washington, DC 20460
Excluded vehicles	
<input type="checkbox"/> code L - racing vehicle as determined by EPA and may not be registered or licensed for use on or operated on public roads or highways (40 CFR 85.1511(e)). EPA letter of approval must be attached to this form.	
<input type="checkbox"/> code U - motorcycle, scooter or moped with engine displacement less than 50cc and with rated speed greater than 5000 rpm.	
<input type="checkbox"/> code W - non-chassis-mounted engine to be used in a light-duty vehicle or light-duty truck or motorcycle.	
<input type="checkbox"/> code X - offroad vehicle not subject to nonroad requirements shown on EPA form 3520-21 , including motorcycles, multi-purpose vehicles, or heavy-duty engines for use in, or installed in an offroad vehicle, imported in accordance with 40 CFR 85.1703. Importer must attach proof that vehicle lacks safety or other features required for safe and practical street operation, including evidence of inordinate size or weight preventing highway use. The vehicle may not be registered for, or licensed for, or capable of use on, or operated on the public roads or highways. Multi-purpose vehicles capable of being operated on the public roads or highways may not be imported using this code, regardless of intended use.	
<input type="checkbox"/> code Y - unregulated fuel - a vehicle or heavy-duty engine that: (1) for model years earlier than 1991 operates on fuel other than gasoline or diesel fuel, or (2) for 1991-1996 model years operates on fuel other than gasoline or diesel or methanol fuel, or (3) for 1997 and later model years operates on fuel other than gasoline or diesel or methanol or compressed natural gas (CNG) or liquid petroleum gas (LPG), including propane.	
Temporary imports	
<input type="checkbox"/> code G - imported for repair or alteration in accordance with 40 CFR 85.1511(b)(1). May not be registered or licensed for use on, or operated on public roads or highways, or sold or leased in the U.S. Customs bond required. EPA requests that the vehicle be bonded for at least its full value.	
<input type="checkbox"/> code I - imported for testing purposes in accordance with 40 CFR 85.1511(b)(2). May not be registered or licensed for use on or operated on public roads or highways (except operation that is integral to the purpose of the testing program) or sold or leased in the U.S. Customs bond required. EPA requests that the vehicle be bonded for at least its full value.	
<input type="checkbox"/> code K - imported for display (solely for public or business purposes, and not for private purposes or U.S. market sales promotions) in accordance with 40 CFR 85.1511(b)(4). May not be registered or licensed for use on or operated on public roads or highways (except operation that is integral to the purpose of the display) or sold or leased in the U.S. Customs bond required. EPA requests that the vehicle be bonded for at least its full value.	
<input type="checkbox"/> code N - imported for a period up to one year by member of the armed forces or personnel of a foreign government on assignment to the U.S., for whom free entry has been authorized in writing by the U.S. Department of State, or a member of the armed forces of a foreign country with official orders for duty in the U.S.	
<input type="checkbox"/> code O - imported by nonresident for personal use by an individual for a period up to a year.	
Independent commercial importer (ICI) imports	
<input type="checkbox"/> code A - imported by an ICI for modifications in accordance with a valid EPA certificate of conformity issued for the specific make, model, and model year in accordance with 40 CFR 85.1505.	
<input type="checkbox"/> code C - imported by an ICI for modification and testing in accordance with 40 CFR 85.1509. Vehicle or heavy-duty engine must be at least 6 years old.	
<input type="checkbox"/> code J - imported by an ICI for the purpose of pre-certification testing in order to obtain an EPA certificate of conformity. No EPA approval is required. The ICI has 180 days to obtain a certificate or export (40 CFR 85.1511(b)(3)). Customs bond required.	
<input type="checkbox"/> code Z - imported by an ICI for the purpose of modifying to be identical to an original equipment manufacturer (OEM) certified version in accordance with written instructions from the OEM that are specific to the vehicle or heavy-duty engine being imported.	
OEM imports	
<input type="checkbox"/> code H - imported, owned, and controlled directly by an original equipment manufacturer (OEM) on EPA list of OEM certificate holders provided to Customs, for research, development or testing purposes in accordance with 40 CFR 85.1706. This is a temporary exemption without time limit. If the vehicle is subsequently covered by an applicable EPA certificate of conformity, it is released from the restrictions of this exemption.	
<input type="checkbox"/> code Q - imported, owned, and controlled directly by an original equipment manufacturer (OEM) on EPA list of OEM certificate holders provided to Customs, for storage pending receipt of the applicable EPA certificate of conformity, which is pending and imminent. Use of this code is no longer permitted once EPA has issued the applicable certificate of conformity.	
Paperwork Reduction Act Notice	
This information is collected to ensure that motor vehicles and engines imported into the U.S. conform with applicable emission requirements. Responses to this collection are mandatory (40 CFR 85.1501 et seq., and Clean Air Act Sections 203 and 208). Information submitted to the Agency under a claim of confidentiality will be safeguarded according to policies set forth in Title 40, Chapter 1, Part 2, Subpart B. The public reporting and recordkeeping burden for this collection of information is estimated to average 30 minutes per response. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed form to this address.	

EPA Form 3520-1 (Rev. 11-01) Previous editions are obsolete

Pg 2 of 2

Figure 502-15. EPA Form 3520-1 Importation of Motor Vehicles and Motor Vehicle Engines Subject to Federal Air Pollution Regulations (Cont'd)

- a. US Specification POV. A US Specification POV will bear an EPA emission control label in the English language. The label will generally be found attached to the vehicle engine, radiator fan shroud, or the underside of the hood. The label must show the engine family identification assigned by EPA to the original manufacturer during certification, and an unconditional statement of compliance with the appropriate model year EPA emission regulations.
- b. US Specification POV with Removed or Damaged Catalytic Converter or Oxygen Sensor. A US Specification POV with a removed or damaged catalytic converter or oxygen sensor at the time of entry into the CTUS must be brought into conformity with EPA requirements by

the member/employee (POV owner). This is accomplished by reinstallation or replacement of the catalytic converter and oxygen sensor, as required or replacement of the fuel neck if the fuel neck restriction is missing or has been rendered inoperative. No bond is required for a US Specification POV imported for this purpose.

c. Non-US Specification Vehicles.

- (1) Vehicles not built to US emission requirements must be imported through an independent commercial importer (ICI) that holds a valid certificate of conformity from EPA. The ICI bears responsibility for ensuring that the vehicle is properly modified to conform to US emission requirements. The EPA will not accept ICI work performed outside the US. Vehicles demonstrated to be at least 21 years of age are exempted from the EPA emission requirements and are not required to be imported through an ICI.
 - (2) The makes or models that an ICI can import are limited. EPA cautions that an ICI's capability of bringing a vehicle into conformity with US emission requirements does not guarantee that in individual cases the ICI will agree to accept the vehicle or that the work will be performed properly or timely.
 - (3) Vehicles previously modified to meet US emission requirements are considered to be US specification vehicles by EPA if the vehicle is labeled by an EPA-authorized ICI as meeting all applicable US emission requirements at the time of modification, or the member has a letter from EPA stating that the vehicle was modified to meet applicable EPA requirements.
 - (4) Additional information on the specific model vehicle that ICIs can import may be obtained from the US Environmental Protection Agency, Certification and Compliance Division (6405-J), Attn: Imports, 1200 Pennsylvania Avenue, NW, Washington, D.C. 20460 (telephone 202 564-9660).
4. Motorcycles, Motor Scooters, and Mopeds. The inclusion of motorcycles, motor scooters, or mopeds in a HHG shipment does not change, reduce, or eliminate any federal emission control or safety requirement in effect for that model year vehicle. Motorcycles, motor scooters, or mopeds in HHG shipments will be treated in the same manner as any other vehicle. Appropriate DOT and EPA documentation must be completed and included as part of the shipping documentation just as if the motorcycle, motor scooter, or moped was to be shipped as a separate POV. Motorcycles, motor scooters, or mopeds with less than 50cc engine capacity are generally exempt from DOT/EPA requirements.

K. FORMS

1. Compliance with provisions of this regulation will require use of other federal agency forms and publications. Specific forms and publications are described in applicable chapters in this regulation.
2. Forms required by this regulation and pamphlets pertinent to implementation of its technical aspects may be obtained through normal publications supply channels IAW appropriate Service regulations.
3. As required, Service publication and distribution centers will coordinate supply and stock of other federal agency forms and publications with the following:
 - a. US Customs Service. US Customs Service, National Distribution Center, Post Office Box 68912, Indianapolis, Indiana 46268-5000.

- b. US Department of Agriculture. Animal and Plant Health Inspection Service (APHIS), Information Division Room 1143, South Building, US Department of Agriculture, Washington, D. C. 20250-5000.
- c. Environmental Protection Agency. Public Information Center (PM-215), Environmental Protection Agency, Washington, D. C. 20460-5000.
- d. Bureau of Alcohol, Tobacco, and Firearms. Bureau of Alcohol, Tobacco, and Firearms Distribution Center, 3800 South Four Mile Run Drive, Arlington, VA 22206-5000.
- e. US Fish and Wildlife Service. Department of the Interior, US Fish and Wildlife Service, Washington, D. C. 20240-5000.
- f. Department of Transportation. National Highway Traffic Safety Administration, Office of Vehicle Safety Compliance NEF-32, 400 Seventh Street, S. W., Room 6115, Washington, D. C. 20590.

CHAPTER 503

IMPORTATION OF PRIVATELY OWNED FIREARMS (POF) AND AMMUNITION AND IMPLEMENTS OF WAR

A. SCOPE

1. This chapter prescribes procedures, assigns responsibilities, and outlines eligibility requirements for the importation into the US of POF and ammunition by DOD personnel. It also specifies controls to ensure compliance with regulations and documentation requirements of the BATF and the USCS.
2. Procedures for the interstate movement of POF and ammunition, and procedures for the importation of other than POF and ammunition are contained in Service regulations. Procedures for the export of POF from the US are contained in Service regulations and the International Traffic in Arms Regulations (ITAR) administered by the Office of Defense Trade Controls, and 22 CFR 123.22, Filing of Export Licenses and Shipper's Export Declarations with District Directors of Customs.
3. This chapter does not apply to the control, registration, or shipment of war trophy firearms that are governed by Army Regulation (AR) 608-4/Navy Operational Instruction 3460-7A/Air Force Joint Instruction 31-217/Marine Corps Order (MCO) 5800.6-A, Control and Registration of War Trophies And War Trophy Firearms. Documentation requirements for these firearms are included therein for reference purposes only. It should be noted, however, that the shipment of personal war souvenirs or trophies is strictly forbidden without an official authorization by the President of the US and designation by the Secretary of Defense. Currently such firearms must have been registered with a DD Form 603, Registration of War Trophy Firearm, Figure 503-1, issued prior to 13 March 1973. Importation of unit war trophies or historically significant trophies or equipment is prohibited without approval of the Secretary of Defense and appropriate Service Secretary. Importation must be accomplished under applicable Service regulations.

REGISTRATION OF WAR TROPHY FIREARM			
The original of this registration form will be retained by the person authorized possession. This registration is not transferable.			
1. THEATER			
2. NAME OF OWNER (Last name, first name, middle initial)		3. SERVICE NO./SSAN	4. GRADE
5. ORGANIZATION			
6. PERMANENT HOME ADDRESS (Street, City, State and ZIP Code)			
7. DESCRIPTION OF FIREARM			
a. MAKE	b. TYPE (Rifle, pistol, shotgun, etc.)	c. MODEL	
d. SERIAL NUMBER	e. CALIBER	f. COUNTRY OF MANUFACTURE	
8. DATE	9. TYPED NAME, GRADE, AND ORGANIZATION OF EXECUTING OFFICER		
10. STATION	11. SIGNATURE OF EXECUTING OFFICER		

DD FORM 603, OCT 51 (EG) USAPPC V1.00

Figure 503-1. DD Form 603, Registration of War Trophy Firearm

4. The Joint Travel Regulations/Joint Federal Travel Regulations (JTR/JFTR) prohibit shipment of privately owned live ammunition as part of a member's/employee's HHG or UB. For shipping purposes under the JFTR, live ammunition is considered ammunition that contains explosive components; i.e., unexpended primer or propellant powder. It does not include expended or unprimed cartridge casings, empty or spent shotgun shells, shotgun shot or pellets or souvenirs used for decorative purposes. For purposes of the CBCP, the definition of ammunition in the

Definitions Section of the regulation is applicable. Any reference to ammunition in this chapter is applicable only to ammunition that may be carried as accompanied (checked) baggage IAW carriers' regulations or that is being returned to the CTUS as other than HHG or UB.

5. Importation of foreign and domestic semiautomatic assault-type weapons is prohibited.

B. IMPORT REQUIREMENTS

1. Military personnel.

- a. Members of the US Armed Forces may import into the US any reasonable number of personally owned firearms and amount of ammunition, subject to the following:
 - (1) Member must be on active duty outside the US or have been on active duty outside the US within the 60-day period immediately preceding importation. (Customs duty must be paid on any monetary amount above the normal customs exemption.)
 - (2) The firearms and ammunition must be suitable for sporting purposes, or properly registered war trophy firearms, as set forth herein. Prohibited firearms may not be imported. Surplus military firearms may not be imported unless the member can demonstrate previous ownership in the US of the firearms to US border clearance officials.
 - (3) The firearms and ammunition must be intended solely for the personal use of the member and not be intended for resale or for a gift to others.
 - (4) Import must be to the place of residence of the member or to the member's permanent duty station.
 - (5) Import must be IAW all applicable federal laws and state, territorial, or local laws. Members should consult BATF Publication 5300.5, State Laws and Published Ordinances, Firearms for detailed information regarding state laws.
- b. Import Permit Requirements. Application to import firearms and ammunition must be made on ATF Form 6 Part II (Figure 502-11). The completed application should be sent to the Director, Bureau of Alcohol, Tobacco, and Firearms, ATTN: Firearms and Explosives Imports Branch, 650 Massachusetts Avenue N.W., Washington, D. C. 20226. BATF approved permits are required for the importation of all personally owned firearms and ammunition, regardless of date of purchase, except as noted below.
 - (1) Permits Not Required. Permits are not required for:
 - (a) Firearms and ammunition previously taken out of the US by the same member with proof of export.
 - (b) Antique firearms and replicas of antiques of such firearms if they are designed to use antique ignition systems (e.g., matchlock, flintlock or percussion cap) or use rimfire or conventional centerfire ammunition that is not available in commercial channels.
 - (c) Firearms classified as war trophies when accompanied by a properly executed DD Form 603 indicating the firearm was properly acquired and registered during a period designated by the DOD provided such war trophies were previously owned in the US.
 - (2) Other items or categories exempt from importation procedures as set forth in 27 CFR 178.114, Importation by Members of the U.S. Armed Forces.

2. DOD Civilian Personnel.

- a. Firearms and Ammunition Acquired Overseas. DOD employees who are employed overseas and reside there while so employed are not considered as being residents of a State in the US during that period and, therefore, they may import into the US any firearms or ammunition acquired overseas during their employment that may lawfully be imported subject to the following conditions:
 - (1) The firearms and ammunition must be suitable for sporting purposes, or properly registered war trophy firearms, as set forth herein. Prohibited firearms may not be imported. Surplus military firearms may not be imported unless the member can demonstrate previous ownership in the US of the firearms to US border clearance officials.
 - (2) The firearms and ammunition must be intended solely for the personal use of the member and not be intended for resale or for a gift to others.
- b. Import Permit Requirements: Application to import firearms and ammunition must be made on ATF Form 6 Part I (Figure 502-12). On the application or an attached sheet, a statement should be included that the applicant is a US citizen returning from employment outside of the US and has resided there during such employment, and that the firearms and ammunition are being imported for personal use and not for resale. The completed application should be sent to the Director, Bureau of Alcohol, Tobacco, and Firearms, ATTN: Firearms and Explosives Imports Branch, 650 Massachusetts Avenue N.W., Washington, D. C. 20226. BATF approved permits are required for the importation of all personally owned firearms and ammunition, regardless of date of purchase, except as noted below.
- c. Permits are not required for:
 - (1) Firearms and ammunition previously taken out of the US by the employee returning them. Proof of export is required.
 - (2) Antique firearms and replicas of antiques of such firearms if they are designed to use antique ignition systems (e.g., matchlock, flintlock or percussion cap) or use rimfire or conventional centerfire ammunition that is not available in commercial channels.
 - (3) Firearms classified as war trophies when accompanied by a properly executed DD Form 603 indicating the firearm was properly acquired and registered during a period designated by DOD.
- 3. Other Imports. In addition to the imports of privately owned firearms and ammunition covered in the paragraphs above, the following imports are allowed:
 - a. A firearm issued to a general or flag officer under the provisions of military regulations. (No import permit required.)
 - b. Firearms and ammunition imported for, sold or shipped to, or issued for the use of the US or any department or agency thereof, or any State or any department, agency, or political subdivision thereof. (An import permit is required unless the firearms or ammunition is being directly imported by a federal agency.)
 - c. Firearms or ammunition, with proper documentation, being brought into the US for scientific or research purposes, or for use in connection with competition or training for competitive firing (import permit required).
 - d. Firearms, other than machine guns, as determined by BATF to be unserviceable and not restorable to firing condition, being entered into the US as curios, museum pieces, or historical artifacts (import permit required).

4. Temporary Import. Any individual (military or civilian) on duty overseas may send a normally permitted firearm to a licensed dealer in the US for repair and subsequent return to the individual at his or her oversea location. The firearm will normally be mailed, with the words "REPAIR AND RETURN" clearly marked on the outside of the package. (No import permit required.)

C. IMPORT PROCEDURES

1. Import with a BATF-approved Permit.
 - a. Military personnel will submit an application for an import permit, if required, on ATF Form 6 Part II. DOD civilian personnel will use ATF Form 6 Part 1.
 - b. Applications to BATF for permits to import handguns into the US or to a State, territory, or locality that requires specific authorization to own or possess a handgun, must be accompanied by such authorization. The BATF will approve the importation of firearms with an advisory restriction regarding State requirements. For information on laws pertaining to a particular State, territory, or locality, members/employees should consult a military customs activity within their command or a TO, both of whom should have ATF Publication 5300.5.
 - c. Members/employees should retain one copy of the completed form and send the original and two copies to the BATF.
 - d. The BATF will determine if the firearms and ammunition are authorized for importation IAW standards established by that office.
 - e. The BATF will indicate approval action on the ATF Form 6 Part I or II and will return the form to the member/employee or their designated agent.

- f. When the BATF has approved the import, a blank ATF Form 6A, Release and Receipt of Imported Firearms, Ammunition and Implements of War, Figure 503-2, will be returned with the ATF Form 6 Part I or II. The ATF Form 6A must be completed and provided to the USCS in the US for firearms being imported with an import permit.

DEPARTMENT OF THE TREASURY BUREAU OF ALCOHOL, TOBACCO AND FIREARMS RELEASE AND RECEIPT OF IMPORTED FIREARMS, AMMUNITION AND IMPLEMENTS OF WAR (See Instructions on Back)			OMB No. 1512-0019 (06/30/00)
SECTION I - IMPORTATION INFORMATION (Use a separate ATF Form 6A (5330.3C) to describe articles imported under each permit. Also, use a separate form for each shipment under the same permit.)			
1. NAME AND ADDRESS OF IMPORTER		2. NAME AND ADDRESS OF FOREIGN SELLER	
		3. NAME AND ADDRESS OF FOREIGN SHIPPER	
4. FEDERAL LICENSE NO. (if any)	EXPIRATION DATE	5. COUNTRY WHERE MANUFACTURED	
6. IMPORT PERMIT NO. (When Importation Authorized by Permit)	7. TELEPHONE NO.	8. GROSS VALUE OF SHIPMENT (In U.S. dollars)	
9. SHIPMENT OF FIREARMS, AMMUNITION AND/OR IMPLEMENTS OF WAR			
NUMBER AND KINDS OF PACKAGES a	DESCRIPTION (Name of manufacturer; type of firearm, model, caliber, serial number, etc.; caliber, size or gauge and type of ammunition, e.g., ball, incendiary; wadcutter, etc.) b	QUANTITY EACH TYPE c	
SECTION II - CERTIFICATION OF RELEASE FROM U.S. CUSTOMS SERVICE			
10. PORT OF ENTRY	11. CUSTOMS ENTRY OR ID NO.	12. TYPE OF ENTRY <input type="checkbox"/> CONSUMPTION <input type="checkbox"/> WAREHOUSE <input type="checkbox"/> INFORMAL	13. DATE RELEASED
14. I certify that the above articles were authorized for importation by the Director, Bureau of Alcohol, Tobacco and Firearms, and were released from the custody of the U.S. Customs Service or were authorized to be removed from a Customs bonded warehouse or foreign trade zone.			
IMPORT PERMIT NUMBER:			
15. SIGNATURE OF CUSTOMS OFFICIAL	16. TITLE	17. DATE	
SECTION III - VERIFICATION OF IMPORTATION (completed by licensed importers only)			
18. I HAVE EXAMINED THE ABOVE SHIPMENT AND FOUND IT TO:			
<input type="checkbox"/> CONTAIN THE FIREARMS, AMMUNITION AND/OR IMPLEMENTS OF WAR IN THE EXACT QUANTITY AND AS DESCRIBED IN ITEM 9 ABOVE, OR			
<input type="checkbox"/> CONTAIN THE FOLLOWING DISCREPANCIES:			
I declare under the penalties provided by law, that this verification of importation is true, correct and complete to the best of my knowledge and belief and that each firearm is marked and can be identified as required by 27 CFR Part 178.			
19. SIGNATURE OF IMPORTER	20. TITLE OR STATUS (individual, member of firm; if officer of corporation, give title)	21. DATE	
ATF FORM 6A (5330.3C) (7-91) PREVIOUS EDITIONS ARE OBSOLETE			

Figure 503-2. ATF Form 6A, Release and Receipt of Imported Firearms, Ammunition and Implements of War

2. Shipment of Firearms in HHG or UB.
- a. Should the member/employee ship or mail firearms previously taken out of the US back into the US in HHG or UB, the certification in item 2 of DD Form 1252-1 will be completed. A copy of the Certification, if available, should accompany the DD Form 1252-1. A DD Form 1252-1, signed by the commanding officer of the service member or a previously executed CF 4455, Certificate of Registration, Figure 503-3, or CF 4457, Certificate of Registration for Personal Effects Taken Abroad, Figure 503-4, may be used as proof of prior transportation out of the US.

- b. Ammunition may not be shipped as HHG or UB.


		DEPARTMENT OF THE TREASURY UNITED STATES CUSTOMS SERVICE		Form Approved, OMB No. 1515-0014	
CERTIFICATE OF REGISTRATION <small>19 CFR 148.1, 148.2, 148.3, 148.4, 148.5, 148.6, 148.7, 148.8, 148.9, 148.10, 148.11, 148.12, 148.13, 148.14, 148.15, 148.16, 148.17, 148.18, 148.19, 148.20, 148.21, 148.22, 148.23, 148.24, 148.25, 148.26, 148.27, 148.28, 148.29, 148.30, 148.31, 148.32, 148.33, 148.34, 148.35, 148.36, 148.37, 148.38, 148.39, 148.40, 148.41, 148.42, 148.43, 148.44, 148.45, 148.46, 148.47, 148.48, 148.49, 148.50, 148.51, 148.52, 148.53, 148.54, 148.55, 148.56, 148.57, 148.58, 148.59, 148.60, 148.61, 148.62, 148.63, 148.64, 148.65, 148.66, 148.67, 148.68, 148.69, 148.70, 148.71, 148.72, 148.73, 148.74, 148.75, 148.76, 148.77, 148.78, 148.79, 148.80, 148.81, 148.82, 148.83, 148.84, 148.85, 148.86, 148.87, 148.88, 148.89, 148.90, 148.91, 148.92, 148.93, 148.94, 148.95, 148.96, 148.97, 148.98, 148.99, 149.00</small>		(NOTE: Number of copies to be submitted varies with type of transaction. Inquire at Port Director's office as to number of copies required.)		NO. _____	
VIA (Carrier) _____		BI, or INSURED NO. _____		DATE _____	
NAME, ADDRESS, AND ZIP CODE TO WHICH CERTIFIED FORM IS TO BE MAILED (If Applicable) _____		ARTICLES EXPORTED FOR:			
<input type="checkbox"/> ALTERATION* <input type="checkbox"/> REPAIR* <input type="checkbox"/> USE ABROAD <input type="checkbox"/> REPLACEMENT		<input type="checkbox"/> PROCESSING* <input type="checkbox"/> OTHER, (specify) _____			
* NOTE: The cost or value of alterations, repairs, or processing abroad is subject to customs duty.					
LIST ARTICLES EXPORTED					
Number Packages	Kind of Packages	Description			
SIGNATURE OF OWNER OR AGENT (Print or Type and Sign) _____					DATE _____
The Above-Described Articles Were:					
EXAMINED DATE _____ PORT _____		LADEN under my supervision DATE _____ PORT _____			
SIGNATURE OF CUSTOMS OFFICER _____		SIGNATURE OF CUSTOMS OFFICER _____			
CERTIFICATE ON RETURN <small>Duty-free entry is claimed for the described articles as having been exported without benefit of drawback and are returned unchanged except as noted (use reverse if needed)</small>					
SIGNATURE OF IMPORTER (Print or Type and Sign) _____					DATE _____
NOTE: Certifying officers shall draw lines through all unused spaces with ink or indelible pencil.					
<small>PAPERWORK REDUCTION ACT NOTICE: The Paperwork Reduction Act of 1980 says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. We need the information to ensure that importers/exporters are complying with these laws in claiming duty-free and exported articles which are then returned into the United States. Your response is mandatory and to your benefit.</small>					
Customs Form 4455 (5/9728K)					

Figure 503-3. CF 4455, Certificate of Registration

CERTIFICATE OF REGISTRATION FOR PERSONAL EFFECTS TAKEN ABROAD <small>19 CFR 148.1</small>		Number _____
Name of Owner Your Name	Address of Owner Your Address	
Description of Articles Nikodalymphtiflex Brand Camera Model 1789 Serial No. 000452AWS Opaque-O-Rama Brand Lens Serial No. 19CPR148		
I certify that the information shown hereon is true and correct to the best of my knowledge and belief.		Signature of Owner <i>Your Signature</i>
Port _____	Date _____	Signature of Customs Officer _____
Certifying Officer shall draw lines through all unused spaces with ink.		
Department of the Treasury United States Customs Service		Customs Form 4457 (SAMPLE ONLY)

Figure 503-4. CF 4457, Certificate of Registration for Personal Effects Taken Abroad

3. Proof of Prior Ownership in the US.
 - a. CF 4455 should be executed by the member/employee when shipping firearms or ammunition from the US to an overseas area. When the member/employee is carrying firearms or ammunition from the US, CF-4457 should be executed. These forms must be completed prior to departure from the US at any USCS office. The forms will establish that the firearms or ammunition were previously taken out of the US by the member/employee upon the member's/employee's subsequent return.
 - b. In lieu of certification on CF 4455 or CF 4457, proof of possession in the US may be established by a bill of sale, a receipt or other such document, a HHG inventory or packing list, or an application to ship personal property so long as the article is adequately described therein.
4. Sporting Firearms and Ammunition Acquired Overseas. Importation of sporting firearms and ammunition acquired overseas by a member/employee directly from a US firearms dealer, or purchased from a Rod and Gun Club will require a BATF-approved import permit.
5. Importation of a firearm issued to a general or a flag officer is accomplished through the presentation of proper personal identification.
6. Antique firearms may be imported without any documentation or special procedures. Antique firearms are defined as any firearm (including any firearm with a matchlock, flintlock, percussion cap, or similar type of ignition system) manufactured in 1898 or earlier and replicas of antiques of such firearms if they are designed to use antique ignition systems (e.g., matchlock, flintlock or percussion cap) or use rimfire or conventional centerfire ammunition that is not available in commercial channels.
7. War Trophy Firearms. War trophy firearms can be imported without a permit. Such firearms must have been registered with a DD Form 603 issued prior to 13 March 1973 or a new DD Form 603 issued subsequent to a new Presidential Authorization and DOD designation. Importation of war trophy firearm is otherwise prohibited.
8. Unit War Trophies/Historically Significant Trophies. Importation of unit war trophies or historically significant trophies or equipment is prohibited without approval of the Secretary of Defense and appropriate Service Secretary. Importation must be accomplished under applicable Service regulations.
9. Importation of foreign and domestic semiautomatic assault weapons is prohibited.
10. Importation of machineguns, short barrel shotguns, short barrel rifles, silencers, destructive devices, and certain other concealable firearms is prohibited.

D. SHIPPING AND PACKAGING REQUIREMENTS

1. To be authorized movement at government expense, all firearms shipped, carried, or mailed into the US must be free of explosive charges and must be accompanied with the appropriate documentation as prescribed above. This documentation must be in evidence when the firearms are turned over to a TO, carrier, or postal official for movement. A written notice is required to be furnished to any common or contract carrier before delivering any package containing a firearm for shipment in interstate or foreign commerce. The carrier will be informed that the documentation constitutes written notification that firearms are contained therein.

2. Personal Property (UB or HHG). Firearms being imported by a member/employee may be included in UB or HHG provided such shipment is authorized under appropriate Service shipping regulations.
 - a. The member/employee will indicate the presence of firearms on the inventory of personal property, and in Item 16 of the DD Form 1299, Application for Shipment and/or Storage of Personal Property, Figure 503-5, and on the DD Form 1252-1 (Figure 502-10), all of which will be made part of the documentation accompanying the shipment.
 - b. Firearms authorized shipment in UB or HHG must be packed separately from other personal property in the shipment and placed in the number 1 container such that they are readily accessible for examination by USCS and other border clearance officials when required.

APPLICATION FOR SHIPMENT AND/OR STORAGE OF PERSONAL PROPERTY <small>(Read Privacy Act Statement on back before completing form.)</small>				1. DATE PREPARED (YYYYMMDD)	2. SHIPMENT NUMBER
3. NAME OF PREPARING OFFICE				4. TO (Responsible Origin Personal Property Shipping Office) a. NAME	
5. NAME OF DESTINATION PERSONAL PROPERTY SHIPPING OFFICE				b. ADDRESS (Street, Suite Number, City, State, ZIP Code)	
6. MEMBER OR EMPLOYEE INFORMATION					
a. NAME (Last, First, Middle Initial)		b. RANK/GRADE	c. SSN	d. AGENCY	
7. REQUEST ACTION BE TAKEN TO TRANSPORT OR STORE THE FOLLOWING:					
a. HOUSEHOLD GOODS/UNACCOMPANIED BAGGAGE/ITEMS/NO. OF CONTAINERS (Enter quantity estimate)					
(1) POUNDS		(2) POUNDS OF PROFESSIONAL BOOKS, PAPERS, AND EQUIPMENT (PBP&E) (Enter "NONE" if not applicable)		(3) EXPENSIVE AND VALUABLE ITEMS (Number of cartons)	
b. MOBILE HOME INFORMATION (Enter dimensions in feet and inches)					
(1) SERIAL NUMBER		(2) LENGTH	(3) WIDTH	(4) HEIGHT	(5) TYPE EXPANDO (Describe)
c. MOBILE HOME SERVICES REQUESTED (X as applicable)					
<input type="checkbox"/> CONTENTS PACKED <input type="checkbox"/> MOBILE HOME BLOCKED <input type="checkbox"/> MOBILE HOME UNBLOCKED <input type="checkbox"/> STORED AT ORIGIN <input type="checkbox"/> STORED AT DESTINATION					
8. THIS SHIPMENT/STORAGE IS REQUIRED INCIDENT TO THE FOLLOWING CHANGE OF STATION ORDERS:					
a. TYPE ORDERS (X one) <input type="checkbox"/> PERMANENT <input type="checkbox"/> TEMPORARY		b. ISSUED BY		c. NEW DUTY ASSIGNMENT	
d. DATE OF ORDERS (YYYYMMDD)		e. ORDERS NUMBER		f. PARAGRAPH NO.	g. IN TRANSIT TELEPHONE NO. (Include Area Code)
h. IN TRANSIT ADDRESS (Street, Apartment Number, City, State, ZIP Code)					
9. PICKUP (ORIGIN) INFORMATION				10. DESTINATION INFORMATION	
a. ADDRESS (Street, Apartment Number, City, County, State, ZIP Code) <small>(If a mobile home park, include mobile home court name)</small>				a. ADDRESS (Street, Apartment Number, City, County, State, ZIP Code) <small>(If a mobile home park, include mobile home court name)</small>	
b. TELEPHONE NUMBER (Include Area Code)				b. AGENT DESIGNATED TO RECEIVE PROPERTY	
11. EXTRA PICKUP/DELIVERY ADDRESS (If applicable)				12. SCHEDULED DATE FOR (YYYYMMDD)	
				a. PACK	b. PICKUP
				c. DELIVERY	
13. REMARKS					
14. I CERTIFY THAT NO OTHER SHIPMENTS AND/OR NONTEMPORARY STORAGE HAVE BEEN MADE UNDER THESE ORDERS EXCEPT AS INDICATED BELOW (If none, indicate "NONE.")					
a. FROM		b. TO		c. NET POUNDS (Actual or estimated)	d. POUNDS OF PBP&E (Actual or estimated)
15. CERTIFICATION OF SHIPMENT RESPONSIBILITIES/STORAGE CONDITIONS					
I certify that I have read and understand my shipping responsibilities and storage conditions printed on the back side of this form.					
a. SIGNATURE OF MEMBER/EMPLOYEE		b. DATE SIGNED		c. ADDRESS OF CONTRACTOR (Street, Suite No., City, State, ZIP Code)	
d. NAME OF CONTRACTOR (Origin DPM or non-temporary storage)					
16. CERTIFICATE IN LIEU OF SIGNATURE ON THIS FORM IS REQUIRED WHEN REGULATIONS SO AUTHORIZE. Property is baggage, household goods, mobile home, and/or professional books, papers and equipment authorized to be shipped at government expense.					
a. REASON FOR NONAVAILABILITY OF SIGNATURE				b. CERTIFIED BY (Signature)	
				c. TITLE	

DD FORM 1299, SEP 1998 (EG) PREVIOUS EDITION IS OBSOLETE. WHS-DIOR, Oct 98

Figure 503-5. DD Form 1299, Application for Shipment and/or Storage of Personal Property Mail

3. Accompanied Baggage. Unloaded firearms and ammunition may be carried as part of accompanied baggage; the articles must, however, be placed in a locked container and moved as checked baggage, not accessible to any passenger during transport. The traveler must check with his or her TO and the selected airline for additional information on the specific airlines' policy for hand carrying of unloaded firearms and ammunition.
4. Concealable firearms, such as handguns, are non-mailable except as indicated in paragraph 124 of the Postal Service Manual. DOD Policy specifically prohibits Rod and Gun Clubs from mailing concealable weapons through the Military Postal System. Restrictions on non-concealable firearms are contained in Paragraph 126 of the Postal Service Manual.
5. Where local military regulations or host country considerations do not prohibit the transmittal of firearms by mail, the use of the military postal system is authorized for the following:
 - a. Transportation of any firearms imported for, sold to, shipped to, or issued for the use of any department or agency of the USG when mailed in the military postal system.
 - b. Sporting or antique firearms which qualify under provisions of Paragraph 124, Postal Service Manual and which are addressed to a member of the US Armed Forces or any dealer, such as a military exchange, entitled by law to engage in business as a firearms dealer and authorized to use the military postal system.
 - c. Personnel authorized to use military postal facilities will consult military postal representatives to determine if firearms are mailable prior to presenting the firearms for mailing. Firearms mailed without the documentation will be detained by USCS at the port of entry pending compliance with documentation requirements. Support documentation is the responsibility of the owner.
 - d. Ammunition. Ammunition, as defined herein, will not be mailed.

E. DOCUMENTATION

1. Except for antique firearms, a completed ATF Form 6 and other documents, as required under the provisions of this regulation, will be attached to the original DD Form 1252-1. The original DD Form 1252-1, and supporting documents, will be attached to the DD Form 1252 (Figure 502-9) itself or the manifest that accompanies the shipment if the firearms are being shipped with other personal property.
2. Firearms for which import permits are required may be mailed or personally carried to the US prior to receipt of a permit. Such firearms will be held by USCS at the US port of entry pending presentation of an import permit. This action should only be done in those instances where an application for a permit has been submitted to the BATF but the member has not received the approved permit prior to departure from the overseas area. If such firearms are included in a personal property shipment, the TO preparing the documentation will redline the DD Form 1252 and annotate the reason so as to alert USCS at the port of entry.

F. RESPONSIBILITIES

1. TOs. TOs are responsible for:
 - a. Counseling members/employees on their responsibilities for documentation and shipment requirements for privately owned firearms and ammunition. Ensure documentation/bills of lading are annotated with the statement: "Shipment Contains Firearms".
 - b. Ensuring that members/employees are furnished the criteria for evaluating handguns and that they are advised to check with Rod and Gun Clubs, post or base exchanges, or ship's stores to

ensure that firearms purchased through such facilities meet importation requirements. Any questions concerning the importation of a specific firearm should be referred to the BATF.

- c. Ensuring members/employees are provided information relative to State laws and locally published ordinances.
 - d. Complying with the shipping and packing requirements outlined in this regulation.
2. CBCAs. CBCAs are responsible for:
- a. Ensuring that firearms shipments are supported with BATF-approved import permits, necessary proof, declarations, or certificate, as appropriate, IAW the provisions of this regulation.
 - b. Ensuring that all firearms are free of explosive charges.
 - c. Executing Section D, Customs Inspector's Certificate, on DD Form 1252-1 upon completion of a and b above.
 - d. Indicating, by drawing a red diagonal line on the DD Form 1252 and the first page of the DD Form 1252-1, those shipments containing firearms that require the attention of USCS at the US port of entry. These forms must be redlined when the following conditions exist:
 - (1) Member/employee fails to produce ATF Form 6 for firearms requiring the form.
 - (2) Insufficient documentation exists to support a member's/employee's claim that the firearms are importable without an ATF Form 6.
 - (3) Member is in possession of a war trophy firearm without a DD Form 603 issued prior to 13 March 1973 or a DD Form 603 issued subsequent to a new Presidential Authorization and DOD designation. Importation of war trophy firearm is otherwise prohibited.
 - (4) Member cannot produce CF 4457 or CF 4455, an invoice or sales receipt from a licensed US gun dealer, a HHG inventory, or any other written evidence that the member owned and possessed the weapon(s) in the US. Firearms or ammunition arriving in the CTUS and not accompanied by the required documentation will be detained by the USCS, abandoned by the owner to the USG, or exported.
 - (5) USCS will remove firearms that are found in a personal property shipment without proper accompanying documentation from the shipment (remaining personal property will then be released for onward movement) and stored at a designated military or USCS facility to await issuance of required documentation. Responsible TOs at the port of entry or the carrier entering the shipment into the CTUS will ensure that the USCS inspector has executed a CF 6051, Receipt for Detained Merchandise, and placed a copy with the remainder of the shipment in lieu of any firearms that have been removed and detained.
 - (6) USCS at the port of entry will remove firearms and ammunition in accompanied checked baggage that are not released under a certificate or declaration or not supported by an approved import permit and detain the articles pending receipt of the import permit or other required documentation.
3. Shippers of Firearms and Ammunition.
- a. Will notify the TO at the port of entry where the firearm is detained that application for permit has been submitted to the BATF.

- b. Will furnish the TO at the port of entry the correct address to which the firearm should be shipped when released by the USCS and request onward movement of the firearm be arranged when documentation is complete.
 - c. Are responsible for providing all proper documentation required for the importation of POFs and ammunition.
- 4. Direct Procurement Method (DPM). When firearms are included in DPM shipments of personal property arriving at ports of entry without supporting border clearance documentation, the TO at the port of entry or the carrier entering the property into the CTUS will:
 - a. Provide liaison with the USCS officials at the port of entry, including having firearms removed from the shipment while releasing the remainder of the personal property for shipment to its destination.
 - b. Notify the destination TO and request that the required documentation from the owner be forwarded.
 - c. Upon receipt of the approved BATF import permit from the owner, complete the process and provide ATF Form 6A to the USCS, pack and crate the firearm, and promptly forward it to destination.
- 5. International Through Government Bill of Lading. When firearms are included in ITGBL shipments of personal property moving by commercial carriers, the carrier is responsible for advising the nearest TO when firearms are detained by Customs. The carrier will then request assistance in securing release of the firearms for onward movement to the final destination.
- 6. Disposition of Firearms Not Authorized Importation.
 - a. Firearms and ammunition which are held by the owner or his/her agent in an area outside the CTUS and which are not authorized importation will be disposed of overseas IAW applicable departmental regulations and the laws of the country concerned.
 - b. When an application to import a firearm or ammunition is disapproved and the item as already entered the CTUS, or when the USCS has detained unauthorized firearms or ammunition shipped to the CTUS, the member will:
 - (1) At his or her own personal expense, make arrangements to return the firearm to the seller. The member/employee or their agent will arrange for the export of the firearm or ammunition under USCS supervision or for its return to the sender if the firearm was mailed to the member/employee; or
 - (2) Abandon the firearm to the USG IAW instructions provided by the USCS at the port at which the firearm is detained; or
 - (3) Submit the firearm to seizure and forfeiture as provided by law.

7. Federal Excise Tax. The Federal Excise Tax imposed on the sale or use of all firearms and ammunition applies to firearms and ammunition acquired overseas and imported into the CTUS. If the member/employee is required to pay the Federal Excise Tax, the member/employee will file an ATF Form 5300.26, Federal Firearms and Ammunition Excise Tax Return, Figure 503-6, within thirty days of the end of the calendar quarter in which the firearms or ammunition were imported. Members/employees should contact the BATF nearest to their place of residence for information.

DEPARTMENT OF THE TREASURY BUREAU OF ALCOHOL, TOBACCO AND FIREARMS FEDERAL FIREARMS AND AMMUNITION EXCISE TAX RETURN <small>(Prepare in Duplicate - See Attached Instructions)</small>		OMB. No. 1512-0507 (03/31/2002)	
		FOR ATF USE ONLY	
		TAX	\$
		PENALTY	\$
		INTEREST	\$
		TOTAL	\$
		EXAMINED BY:	DATE:
		OTHER	
PART I - GENERAL			
1. NAME, TRADE OR BUSINESS NAME, AND ADDRESS (mailing and location) OF TAXPAYER (number, street, city, State and ZIP Code)		2. TELEPHONE NUMBER (If new taxpayer, or if your phone number changed)	
<input type="checkbox"/> CHECK IF ABOVE INFORMATION HAS CHANGED SINCE FILING LAST RETURN.		3. EMPLOYER IDENTIFICATION NUMBER, OR IF FILING ONE-TIME OR OCCASIONAL RETURN, SOCIAL SECURITY NUMBER	
		4. IF FINAL, ONE-TIME OR OCCASIONAL RETURN (see instruction 8), CHECK THIS BOX <input type="checkbox"/>	
		5. PAYMENT, IF ANY, FOR THIS RETURN MADE BY: <input type="checkbox"/> CHECK OR <input type="checkbox"/> EFT <input type="checkbox"/> OTHER (Specify) _____	
PART II - COMPUTATION OF TAX ON SALES OR USES DURING TAX PERIOD			
6. TAX PERIOD (see instruction 3) STARTS ON ____/____/____ (month, day, year) AND ENDS ON ____/____/____ (month, day, year)			
TOTALS DURING TAX PERIOD	PISTOLS AND REVOLVERS	OTHER FIREARMS	SHELLS AND CARTRIDGES
7. ALL ARTICLES SOLD by sale price	\$	\$	\$
8. ARTICLES SOLD TAX-FREE OR TAX EXEMPT by sale price			
9. TAXABLE SALES (line 7 minus line 8)			
10. NET ADJUSTMENTS TO SALE PRICE OF TAXABLE SALES MADE DURING PERIOD (show decrease in parentheses)			
11. ADJUSTED TAXABLE SALES (line 9 plus or minus line 10)			
12. TAXABLE USE OF ARTICLES by taxable sale price			
13. TAXABLE AMOUNT OF SALES AND USES (line 11 plus line 12)			
14. TAX RATE	10%	11%	11%
15. AMOUNT OF TAX (multiply line 13 by line 14)	\$	\$	\$
PART III - COMPUTATION OF TAX LIABILITY FOR TAX PERIOD			
16. TOTAL OF AMOUNTS FROM LINE 15			\$
17. ADJUSTMENTS INCREASING AMOUNT DUE (line 33, Schedule B)			\$
18. GROSS TAX DUE (line 16 plus line 17)			\$
19. ADJUSTMENTS DECREASING AMOUNT DUE (line 39, Schedule C) (Cannot be more than the amount on line 18.)			\$
20. NET TAX LIABILITY (Line 18 minus line 19. Should agree with line 27, Schedule A. Cannot be less than zero.)			\$
21. TOTAL DEPOSITS FOR TAX PERIOD			\$
▶ COMPARE LINE 20 TO LINE 21 AND COMPLETE LINE 22 OR 23 AS APPLICABLE ◀			
22. BALANCE OF TAX DUE (amount that line 20 exceeds line 21)			\$
23. CHECK WHAT YOU WANT DONE WITH THE AMOUNT THAT LINE 21 EXCEEDS LINE 20. <input type="checkbox"/> REFUND TO ME OR <input type="checkbox"/> APPLY TO MY NEXT TAX RETURN (show in Schedule C of next tax return)			\$
ATF F 5300.26 (3-99) PREVIOUS EDITION MAY BE USED			

Figure 503-6. ATF Form 5300.26, Federal Firearms and Ammunition Excise Tax Return

SCHEDULE A - STATEMENT OF NET TAX LIABILITY DURING TAX PERIOD			
DEPOSIT PERIOD (a)	NET TAX LIABILITY (b)	DEPOSIT PERIOD (a)	NET TAX LIABILITY (b)
24. FIRST MONTH Day 1 through 15 Day 16 through last day	\$ _____ \$ _____	26. THIRD MONTH Day 1 through 15 Day 16 through last day*	\$ _____ \$ _____
25. SECOND MONTH Day 1 through 15 Day 16 through last day	\$ _____ \$ _____	27. TOTAL OF COLUMN (b)	\$ _____ \$ _____

*For the period of September 16-30, show a separate amount for September 16-25 and September 26-30.

SCHEDULE B - EXPLANATION OF INCREASING ADJUSTMENTS			
EXPLANATION OF INDIVIDUAL ERRORS OR TRANSACTIONS (a)	AMOUNT OF ADJUSTMENTS		
	(b) TAX	(c) INTEREST	(d) PENALTY
28.	\$ _____	\$ _____	\$ _____
29.			
30.			
31.			
32. TOTALS OF COLUMNS (b), (c) and (d)	\$ _____	\$ _____	\$ _____
33. TOTAL ADJUSTMENTS INCREASING AMOUNT DUE (line 32, col. (b) plus cols. (c) and (d)):			\$ _____

SCHEDULE C - EXPLANATION OF DECREASING ADJUSTMENTS		
EXPLANATION OF INDIVIDUAL ERRORS OR TRANSACTIONS (a)	AMOUNT OF ADJUSTMENTS	
	(b) TAX	(c) INTEREST
34.	\$ _____	\$ _____
35.		
36.		
37.		
38. TOTALS OF COLUMNS (b), (c) and (d)	\$ _____	\$ _____
39. TOTAL ADJUSTMENTS DECREASING AMOUNT DUE (line 38, col. (b) plus cols. (c)):		\$ _____

CERTIFICATION

The tax in schedule C for overpayments other than under 26 U.S.C. Sections 6416(b)(1), (2), (3) and (5), shown on this tax return: (1) has not been included in the price of the article with respect to which it was imposed nor collected from a vendee and for which I have identified the nature of evidence available to establish this fact; or (2) has been repaid to the ultimate purchaser of the article by me.

The tax in schedule C for overpayments under 26 U.S.C. Section 6416(b)(1) for certain price readjustments, section 6416(b)(2) for certain uses, sales or resales of a taxable article or section 6416(b)(3) on tax-paid articles used for further manufacture: (1) has not been included in the price of the article with respect to which it was imposed nor collected from a vendee and for which I have identified the nature of evidence available to establish this fact; or authorized official, the written consent of the ultimate vendor to the allowance of the credit.

The tax in schedule C for overpayments under 26 U.S.C. Section 6416(b)(5) for return of installment accounts has been repaid or credited to the purchaser upon return of the account to me pursuant to the original sales agreement of the account.

Under penalties of perjury I declare that I have examined this return (including any accompanying explanations, statements, schedules and forms) and to the best of my knowledge and belief it is true, correct, and includes all transactions and tax liabilities required by law or regulations to be reported.

40. DATE	41. SIGNATURE	41. TITLE

ATF F 5300.26 (3-99)

Figure 503-6. ATF Form 5300.26, Federal Firearms and Ammunition Excise Tax Return (Cont'd)

THIS PAGE INTENTIONALLY LEFT BLANK